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Investors Supplement (Quarterly)

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CLEARING HOUSE RETURNS.

The following table, made up by telegraph, etc., indicates that the total bank clearings of all the clearing houses of the United States for the week ending to-day, January 16, have been \$1,049,120,745, against \$1,288,189,733 last week and \$1,063,045,591 the corresponding week of last year.

CLEARINGS.		Week Ending January 16.		Per Cent.
Returns by Telegraph.	1897.	1896.		
New York.....	\$478,368,061	\$498,022,611	-3.9	
Boston.....	75,761,658	73,044,804	+3.7	
Philadelphia.....	51,431,326	58,378,163	-11.9	
Baltimore.....	12,087,179	13,018,246	-7.5	
Chicago.....	63,462,914	75,683,888	-16.1	
St. Louis.....	24,359,086	21,912,830	+11.2	
New Orleans.....	11,142,530	10,146,583	+9.8	
Seven cities, 5 days.....	\$717,212,802	\$750,187,125	-4.4	
Other cities, 5 days.....	148,926,217	146,019,433	+2.0	
Total all cities, 5 days.....	\$866,139,019	\$896,206,608	-3.4	
All cities, 1 day.....	173,981,726	166,838,983	+4.3	
Total all cities for week.....	\$1,040,120,745	\$1,063,045,591	-2.2	

The full details of clearings for the week covered by the above statement will be given next Saturday. We cannot, of course, furnish them to-day, bank clearings being made up by the various clearing houses at noon on Saturday, and hence in the above the last twenty-four hours of the week have to be in all cases estimated, as we go to press Friday night.

We present below our usual detailed figures for the previous week, covering the returns for the period ending with Saturday noon, January 9, and the results for the corresponding week in 1896, 1895 and 1894 are also given. Contrasted with the preceding week, there is an increase in the aggregate exchanges of two-hundred and seventy-four million dollars. At New York alone the gain is one-hundred and eighty-five millions. In comparison with the week of 1896 the total for the whole country shows an increase of 10.0 per cent. Compared with the week of 1895 the current returns record a gain of 21.9 per cent and the excess over 1894 is 24.8 per cent. Outside of New York the excess over 1896 is 2.7 per cent. The increase over 1895 reaches 7.9 per cent, and making comparison with 1894 the gain is seen to be 17.5 per cent.

Clearings at—		Week ending January 9			
	1897.	1896.	P. Cent.	1895.	1894.
New York.....	710,233,423	618,214,099	+15.7	539,907,491	528,776,688
Philadelphia.....	71,160,489	60,070,363	+17.0	62,845,336	62,800,281
Pittsburg.....	17,348,190	14,222,426	+22.0	12,800,260	13,34,792
Baltimore.....	18,963,868	14,820,669	+27.6	16,879,170	14,762,793
Buffalo.....	4,683,908	5,201,454	-10.2	4,411,401	1,180,581
Washington.....	2,195,492	2,193,969	+0.0	2,085,176	1,732,207
Rochester.....	1,818,137	1,736,379	+4.6	1,400,023	1,897,000
Syracuse.....	1,324,493	1,201,568	+10.2	943,046	947,213
Scranton.....	819,334	773,717	+5.8	798,825	984,461
Wilmington.....	724,614	724,465	+0.0	671,865	761,650
Binghamton.....	41,100	417,300	+3.9	317,800	372,400
Total Middle.....	819,132,250	724,711,029	+12.4	634,230,981	618,854,526
Boston.....	104,887,547	88,011,125	+19.2	83,484,576	85,828,937
Providence.....	5,394,000	5,492,800	-1.8	5,875,906	4,657,500
Hartford.....	4,437,108	3,046,623	+46.7	3,010,213	2,617,506
New Haven.....	2,112,765	2,006,201	+5.3	1,619,268	1,568,808
Springfield.....	1,066,727	1,449,204	-26.5	1,411,268	1,529,912
Worcester.....	1,418,569	1,385,529	+2.2	1,165,67	1,069,848
Portland.....	1,023,524	1,433,426	-29.3	1,257,000	1,400,580
Fall River.....	1,001,246	951,549	+5.2	944,888	8,5109
Lowell.....	639,916	717,620	-10.9	514,297	631,144
New Bedford.....	805,168	678,628	+18.9	420,710	449,186
Total New Eng.....	184,174,831	103,089,820	+78.7	103,888,808	100,418,097
Chicago.....	82,537,094	95,839,852	-13.0	92,295,817	85,228,727
Cincinnati.....	13,231,800	15,533,000	-14.4	13,691,150	18,029,100
Detroit.....	6,412,577	6,973,940	-8.0	5,776,380	5,676,686
Cleveland.....	6,669,960	6,666,540	+0.0	5,009,916	4,621,894
Milwaukee.....	5,397,045	5,004,376	+7.6	4,541,875	4,188,944
Columbus.....	3,354,806	3,661,700	-8.4	3,932,200	3,276,800
Indianapolis.....	2,621,318	2,467,246	+6.1	1,181,738	1,326,770
St. Paul.....	1,719,401	1,944,560	-11.6	2,187,571	1,497,600
Toledo.....	1,677,403	1,616,026	+3.8		
Grand Rapids.....	882,841	1,020,374	-13.4	975,406	927,187
Dayton.....	674,177	824,900	-17.8		
Lexington.....	498,861	379,436	+31.6	369,811	300,500
Kalamazoo.....	290,246	300,648	-3.8	293,524	298,681
Akron.....	398,000	312,167	+25.9	351,239	193,232
Rockford.....	249,065	241,794	+3.0	382,326	382,326
Bay City.....	156,584	211,281	-26.1	220,291	188,798
Springfield, Ohio.....	268,194	227,516	+17.6	227,539	244,017
Canton.....	207,901	161,810	+28.5	180,503	189,888
Tot. Mid. West.....	127,434,636	141,427,166	-9.9	132,524,848	121,382,679
San Francisco.....	13,999,172	13,455,810	+4.0	12,020,508	12,077,785
Salt Lake City.....	1,890,588	1,598,250	+18.9	1,350,476	1,388,117
Portland.....	1,521,600	1,438,753	+5.8	1,240,494	1,100,600
Helena.....	1,349,317	1,375,596	-1.9	1,352,607	835,545
Los Angeles.....	64,402	614,642	+17.6	660,658	380,000
Tacoma.....	628,640	508,645	+23.6	511,937	600,000
Seattle.....	600,192	560,000	+7.2	471,077	550,826
Spokane.....	641,036	482,156	+33.2	367,103	1,234,458
Sioux Falls.....	185,872	249,180	-25.7	182,152	192,299
Sioux City.....	75,000	93,400	-19.7	74,143	141,642
Total Pacific.....	21,378,508	20,207,916	+5.8	18,147,854	17,460,372
Kansas City.....	9,800,000	12,000,000	-18.4	9,604,022	9,545,469
Minneapolis.....	8,845,012	7,811,906	+12.9	5,261,784	5,261,784
Omaha.....	4,332,822	4,068,749	+7.1	4,380,464	4,683,262
St. Paul.....	3,368,684	4,311,892	-21.4	3,461,076	5,044,728
Denver.....	2,703,663	3,108,573	-13.1	3,046,637	2,700,000
St. Joseph.....	1,400,000	1,664,000	-15.9	1,487,076	1,897,313
Des Moines.....	1,227,057	1,272,967	-3.6	1,184,787	1,042,072
St. Louis.....	393,571	1,032,177	-62.3	6,236	81,360
Sioux City.....	423,138	402,184	+5.2	554,603	664,996
Lincoln.....	261,820	393,336	-33.7	613,362	515,320
Topeka.....	481,792	565,678	-14.8	497,803	406,166
Wichita.....	67,539	85,765	-21.1	76,082	91,748
Freemont.....	108,395	79,000	+36.7	69,694	72,000
Hastings.....	81,965,393	30,844,219	+16.8	31,145,645	30,846,322
Tot. other West.....	31,679,402	25,806,026	+22.8	27,910,934	24,396,782
St. Louis.....	10,378,313	11,038,526	-6.3	11,090,233	12,386,746
New Orleans.....	7,200,052	6,438,023	+11.2	6,694,666	6,473,045
Louisville.....	2,682,100	2,718,742	-1.3	3,611,640	3,018,496
Houston.....	3,974,187	2,931,920	+33.9	3,066,000	2,968,618
Savannah.....	2,894,461	2,173,923	+33.1	2,617,111	2,333,747
Galveston.....	2,600,000	2,578,624	+0.9	2,807,509	2,329,686
Richmond.....	2,408,850	2,098,940	+14.8	2,471,479	2,249,771
Atlanta.....	2,187,055	1,908,442	+14.6	1,411,485	1,259,960
Dallas.....	1,411,512	1,244,416	+13.1	1,151,518	1,071,755
Nashville.....	1,400,000	1,313,367	+6.8	1,033,560	1,038,350
Memphis.....	1,071,187	1,173,643	-8.7	975,175	1,126,587
Waco.....	1,138,444	967,381	+17.3	1,294,985	1,020,000
Fort Worth.....	721,569	772,701	-6.6	1,072,421	808,736
Augusta.....	846,079	960,517	-11.8	925,455	800,000
Birmingham.....	410,831	479,308	-14.5	378,963	206,756
Knoxville.....	533,301	463,029	+15.1	461,283	461,283
Little Rock.....	391,521	358,068	+9.3	621,793	461,283
St. John.....	29,846	319,946	-91.0	210,000	401,359
Charleston.....	826,815	208,568	+299.0		
Total Southern.....	74,103,568	69,711,387	+6.2	68,707,404	63,508,880
Total all.....	1,208,189,783	1,097,985,520	+10.0	990,651,688	952,879,022
Outside N. York.....	497,890,365	484,771,431	+2.7	458,634,142	423,662,934
Montréal.....	9,936,583	12,782,187	-22.3	11,566,817	10,601,603
Toronto.....	10,474,446	8,427,817	+23.9	6,811,163	6,643,011
Halifax.....	1,532,337	1,610,049	-5.5	1,324,224	1,162,809
Winnipeg.....	1,515,409	1,540,306	-1.6	1,110,573	1,115,806
Hamilton.....	847,465	774,373	+9.4	694,882	711,645
St. John.....	892,272				
Total Canada.....	24,325,840	26,134,768	-8.2	21,311,050	20,584,687

* Not included in totals.

THE FINANCIAL SITUATION.

The leading incidents of the week have been the defeat of the Pacific Railroad funding bill, the signing of the arbitration treaty by Great Britain and the United States, the continued flow of currency from the interior towards New York with its natural result a demoralized money market, and the return of variable rates for foreign exchange. Easier exchange with which last week closed continued until Monday and was a result mainly of the unchanged condition of our foreign trade movement—that is, very large exports and very small imports, the easier tendency being aided no doubt by maturing long bills bought two and three months ago for investment; on the other hand the hardening of the rates subsequently was reported to be due in part to more purchases for investment, but also to a special movement, the borrowing by London in New York of amounts to be loaned in the former city so as to secure the profit which the difference in interest rates promised.

We are told by banks through which some of the transactions just referred to have been effected that they have been large. The operation consists in the making, say, of a sixty-day draft in London by a banking house there upon its New York correspondent, sending it hither for acceptance and discount. The proceeds are promptly remitted to London through sight sterling or cable transfers. When the sixty-day draft matures the drawer must of course provide the funds for its payment. In this way London has been getting the use of the money obtained from our market for sixty days at, say, 2 per cent and has employed the money in London at 3 per cent, that having been the open market discount rate ruling at that center until the latter part of the week, when rates fell off a fraction.

These operations are attended with risk and look a little as if this kind of business was being carried on now more for the purpose of keeping up the exchange market and saving parties from loss on previous investment purchases than for the profit the new ventures may yield. If general business does not revive, imports of merchandise will not show the increase usual at this season of the year. In that case it is not impossible that our unliquidated trade balance should get so large as to cause embarrassment, that is loss, to those who are engaged in such manipulations. The hope, however, and may we not say the expectation, these operators entertain is that an extra session of Congress soon after the fourth of March, and the progress of tariff legislation during the extra session, will for a time so largely increase the imports of goods hastened forward to get into warehouse before the higher duties go into effect, that the trade balance will be reversed, exchange rates be advanced in a natural way, and the manipulators helped out, even if trade revival does not stimulate the movement of foreign merchandise hitherward.

The foreign trade figures for the month of December and for the year ending with December were given out yesterday by Mr. Ford, Chief of the Bureau of Statistics. We publish the details lower down in this article with some very interesting comparisons. Next week we shall give our usual comprehensive review of the trade for 1896. But the totals are instructive in connection with the foregoing remarks with reference to foreign exchange. It appears that the merchandise balance in favor of the United States for the 12

months ending with December is \$325,322,184, the largest balance ever recorded within a similar period. What, however, is of still more importance as bearing on present transactions in exchange is the fact that the merchandise balance for the six months since July 1 has been \$250,365,753, or over 85 million dollars larger than ever before; and if we include the whole trade, that is, merchandise, gold and silver, the net balance is still found to be over 203 million dollars. This statement indicates what those who are speculating in foreign exchange are fighting against. We have shown on previous occasions that the United States owes Europe every year for interest freights, etc., not to exceed 150 millions of dollars annually. But the foregoing balance is only for the last six months; hence, deducting one-half this interest etc. item from the above balance, we have left 128 million dollars, which, less the *net* security movement since July 1 1896, represents the amount owing to the United States and still unpaid by the outside world.

We are sorry the Pacific Railroad funding bill, which has been before Congress, was lost. At least this we affirm, that it would have been considered an act of good omen had Congress passed some feasible law under which the tangled affairs of those great properties could have been straightened out and settled. Possibly Congress will do something even yet, though it appears late to begin new legislation. As at present situated these defaulted roads constitute one of the burdens under which our industries are suffering. Although the roads are kept agoing during their receiverships, their efficiency is lessened and the capital in them is largely unproductive. Every such half-dead thing is an incubus, somewhat after the character that insolvent firms with corresponding assets and liabilities would be while their affairs were undergoing liquidation in the hands of assignees. Still, even if Congress does nothing, these railroad properties are not likely to be left much longer in the position they now are. Foreclosure proceedings already in progress must soon come to a head; or if not that, judging from the statement in President Cleveland's message with reference to the Pacific roads, the Government will not delay action under its mortgage many weeks. Thus, in some way it is quite reasonable to suppose that the non-action by our legislators will not long hence be found to have forced rather than retarded the rehabilitation of these properties.

We should not omit to mention as a most hopeful event of the week the Sound Money Convention at Indianapolis and its wise action. The gathering was a non-partisan meeting of business men for consultation upon currency reform, the vital issue of the day affecting our industries; the resolutions passed showed that the delegates had not only diagnosed the disease carefully, but that they had studied the case so closely as to know, in providing a cure, how to touch with extreme accuracy the very points any perfect system for this country must make provision for. First of all the Convention brushed aside all nostrums and palliatives by stating that "a consistent, straightforward and deliberately planned monetary system" had "become absolutely necessary; next it declared that a gold standard must be maintained; next "that steps should be taken to ensure the ultimate retirement of all classes of United States notes by a gradual and steady process;" finally, "that a banking system be provided which shall

furnish credit facilities to every portion of the country and a safe and elastic circulation,' &c. Here are the outlines of the work to be done, simply, clearly and concisely stated. Any one can take them and fill out the thought by merely preparing a scheme carrying the suggestions into effect. Some may find them a little iconoclastic in character, because they call for the breaking up and throwing into the scrap basket of many matured plans—matured before the present currency conditions fully developed—but cherished as idols now. It is consequently a great gain to have had the practical business man's idea put into such a living shape. There is no doubt of its speedy growth in popularity among those who are working for sound money. The developments day by day of the losses which the present unscientific currency arrangements are producing will enable all honest men not long hence to see that the Convention's action just meets the needs of the country.

Last week's bank statement showed unexpectedly large increases in cash and in deposits. This was due about one-half to the disbursements of the Treasury and the other half to the movement of currency from the interior to this centre. There was a gain of \$17,523,200 in deposits, while the increase in cash was \$15,017,800. Comparisons of the bank statements show that since the week ending November 7 there has been an addition of \$48,936,500 to the loans, of \$13,190,400 to the specie, of \$13,390,800 to the legal tenders, of \$109,600,600 to the deposits and of \$29,181,050 to the surplus reserve. Naturally enough under such circumstances the money market has all the time been growing easier, the tendency continuing through this week. For instance, the call loan branch of the market, in which the average has heretofore been about 2 per cent, has ruled this week at an average nearer $1\frac{1}{2}$ per cent; for time contracts the tendency has been more decidedly downward, and on Wednesday 2 per cent was quoted for sixty days and 3 per cent for six months; rates for commercial paper have also been lower, as will be seen in our review below.

The iron trade, which by many is always looked upon as a sort of barometer of our industries, just now seems to be reflecting pretty accurately the general business situation. Things are better than they were before the election, but the progress towards a full revival of activity is much slower than had been expected. The "Iron Age" has this week published its usual monthly statement showing the number of pig iron furnaces in blast, with their capacity per week, and the further addition during the late month is seen to have been quite small. In brief the number of active furnaces has been increased by only 7, raising the total to 154. These 7 were quite large furnaces, adding 17,442 tons to the weekly production, but even after this increase the product is only 159,720 tons per week. Of course as compared with the low point on October 1, when the weekly output was down to but 112,782 tons, there has been a very substantial recovery, the increase of 46,938 per week being at the rate of about two and a half million tons per year. But we have only to go back to the 1st of July, just before Bryan's nomination, to see how far from a normal state we still are. As against 154 active furnaces now, the number then was 191, and against the present product of 159,720 tons per week, the product at that time was 180,532 tons. But even in July the output had already greatly dwindled,

and if we compare with the 1st of January last year we find that the number of furnaces in blast then was no less than 241 (or 87 more than at present), and the weekly product 207,481 tons, as against only 159,720 tons now. When at its maximum, namely November 1 1895, the weekly output was 217,306 tons, or at the rate of nearly three million tons per year better than the present rate. The reports from the iron centres this week speak of a somewhat more active demand in the various branches of the trade, and possibly if Congress does not put an embargo on the movement, the production of pig will now be further materially increased. It would be interesting to know what had been the course of accumulated stocks—whether there had been a further decrease—but the "Age" does not give the statistics this time.

We make this week an analysis and compilation of the gross earnings of United States railroads for the late calendar year. The net earnings for the twelve months of course will not be known for some time. The latest returns in this case cover the month of November, though one or two roads which issue their statements with unusual promptness have already furnished figures for December. The Union Pacific for November reports \$44,090 increase in gross but \$71,507 decrease in net; the Illinois Central \$283,933 decrease in gross, \$343,830 decrease in net; the Atlantic & Pacific \$5,864 decrease in gross, \$37,858 increase in net; the Fort Worth & Denver City \$9,963 increase in gross, \$30,054 increase in net; the Chicago & Northern Pacific \$6,048 decrease in gross, \$687 increase in net; the Choctaw Oklahoma & Gulf, \$4,968 increase in gross and \$9,277 increase in net; and the Norfolk & Western, \$49,362 decrease in gross and \$16,661 increase in net. The following is a four-year comparison for a number of roads which have during the week furnished returns for November.

Name of Road—	1900.	1895.	1894.	1903.
Chicago & West Michigan...Gross	139,361	139,017	116,171	146,590
Net	20,836	25,752	33,905	41,533
Detroit Lans. & Northern...Gross	93,133	89,403	97,230	101,908
Net	9,709	19,367	2,398	19,896
Ft. Worth & Denver City...Gross	134,734	124,761	124,684	154,065
Net	62,526	32,472	91,734	55,037
Grand Trunk...Gross	1,612,509	1,62,740	1,649,047	1,770,390
Net	439,252	416,014	46,436	477,010
Illinois Central...Gross	1,673,445	2,157,334	1,982,871	1,991,166
Net	49,467	83,237	64,797	608,498
Norfolk & Western...Gross	913,739	953,101	916,370	832,328
Net	248,076	236,415	214,785	237,579
Philadelphia & Erie...Gross	476,596	450,972	381,642	403,758
Net	162,615	151,737	111,246	110,698

* Includes St. Louis Alton & Terre Haute for all the years.

The amount of gold and of gold obligations turned into the Sub-Treasury in exchange for legal tenders this week was \$300,000. The net gold in the Treasury officially reported from Washington on Friday of last week was \$138,624,814 and the amount so reported on Friday of this week was \$141,086,876.

Money on call, representing bankers' balances, has, as already stated, loaned this week generally at $1\frac{1}{2}$ and at $1\frac{1}{4}$ per cent, with some loans at 2, and the average has been a fraction below $1\frac{1}{4}$ per cent. Banks quote 2 per cent as the minimum, but trust companies loan at $1\frac{1}{4}$ per cent. The inquiry for time contracts is light, many intending borrowers feeling that they can obtain better rates later on, and lenders have this week made concessions in rates. Quotations are 2 per cent for sixty days, $2\frac{1}{4}$ for ninety days to four months, and 3 for five to six months, on good Stock Exchange collateral. The demand for commercial paper is so urgent from almost every quarter that all offerings are promptly absorbed and brokers report an increasing business. Rates are $3@3\frac{1}{2}$ per cent for sixty to ninety-day en-

dorsed bills receivable, $3\frac{1}{2}$ @4 for first-class and $4\frac{1}{2}$ @5 for good four to six months' single names.

There has been no feature of importance in the European financial situation this week. The Bank of England minimum rate of discount remains unchanged at 4 per cent. The cable reports discounts of sixty to ninety day bank bills in London 2 15-16 per cent. The open market rate at Paris is 2 per cent and at Berlin and Frankfurt it is $3\frac{1}{2}$ per cent; according to our special cable from London the Bank of England gained £1,076,190 bullion during the week and held £35,594,282 at the close of the week. Our correspondent further advises us that the gain was due to receipts from the interior of Great Britain of £948,000 net and imports of £128,000, of which £108,000 were from Australia and £20,000 from China.

The foreign exchange market, though it opened easy, has been generally firm this week, with a good demand for long sterling for investment. The offerings of maturing sixty-day bills have been moderately large, but they have made only a slight impression upon the market, and part of the demand for short sterling and for cable transfers has come from remittances of the proceeds of London drafts discounted by some of our banks, as related above. The market after being easy Saturday opened firmer on Monday, and the range for posted rates was from $4\ 84\frac{1}{2}$ to $4\ 85\frac{1}{2}$ for sixty day and from $4\ 87\frac{1}{2}$ to $4\ 88\frac{1}{2}$ for sight, nearly all the drawers advancing their rates half a cent compared with the close on Friday and Saturday a week ago, and there was also an advance of half a cent in rates for actual business, to $4\ 84\frac{1}{2}$ @ $4\ 84\frac{1}{2}$ for long, $4\ 87\frac{1}{2}$ @ $4\ 87\frac{1}{2}$ for short and $4\ 88\frac{1}{2}$ @ $4\ 88\frac{1}{2}$ for cable transfers. There was no change in nominal rates on the following day, but a supply of maturing long bills made short sterling and cable transfers easier and rates for actual business in these fell one-quarter of a cent to $4\ 87\frac{1}{2}$ @ $4\ 87\frac{1}{2}$ for the former and $4\ 87\frac{1}{2}$ @ $4\ 88$ for the latter, while rates for long sterling were unchanged. The range for posted rates on Wednesday was $4\ 85$ to $4\ 85\frac{1}{2}$ for sixty-day and $4\ 88$ to $4\ 88\frac{1}{2}$ for sight. The market was quoted steady, with rates for actual business unchanged. On Thursday posted rates remained unaltered while those for actual business advanced one-quarter of a cent all around to $4\ 84\frac{1}{2}$ @ $4\ 85$ for long, $4\ 87\frac{1}{2}$ @ $4\ 87\frac{1}{2}$ for short and $4\ 88\frac{1}{2}$ @ $4\ 88\frac{1}{2}$ for cable transfers. The market closed firm, especially for long sterling. Yesterday the range for posted rates remained $4\ 85\frac{1}{2}$ @ $4\ 85\frac{1}{2}$ for sixty-day and $4\ 88\frac{1}{2}$ @ $4\ 88\frac{1}{2}$ for sight, and no change occurred in the rates for actual business. The following shows the daily posted rates for exchange by some of the leading drawers.

DAILY POSTED RATES FOR FOREIGN EXCHANGE.

	FRI. Jan. 8	MON. Jan. 11	TUES. Jan. 12	WED. Jan. 13	THUR. Jan. 14	FRI. Jan. 15
Brown Bros. { 60 days. 84½	85	85	85	85	85½	85½
Barings. { 60 days. 84½	85	85	85½	85½	85½	85½
Maquon & Co. { 60 days. 84½	85	85	85½	85½	85½	85½
Bank British { 60 days. 85	85½	85½	85½	85½	85½	85½
No. America. { 60 days. 85	85½	85½	85½	85½	85½	85½
Bank of Montreal { 60 days. 84½	85	85	85	85	85	85½
Canadian Bank of Commerce. { 60 days. 84½	85	85	85	85	85	85
Heldbach, Ick- { 60 days. 85	85½	85½	85½	85½	85½	85½
elsheimer & Co. { 60 days. 85	85½	85½	85½	85½	85½	85½
Lasard Freres. { 60 days. 85	85½	85½	85½	85½	85½	85½
Merchants' Bk. { 60 days. 84½	85	85	85	85	85	85
of Canada. { 60 days. 84½	85	85	85	85	85	85

The market closed firm on Friday at $4\ 85\frac{1}{2}$ @ $4\ 85\frac{1}{2}$ for sixty-day and $4\ 88\frac{1}{2}$ @ $4\ 88\frac{1}{2}$ for sight. Rates for actual business were $4\ 84\frac{1}{2}$ @ $4\ 85$ for long, $4\ 87\frac{1}{2}$ @ $4\ 87\frac{1}{2}$ for short and $4\ 88\frac{1}{2}$ @ $4\ 88\frac{1}{2}$ for cable transfers; prime commercial bills were $4\ 84\frac{1}{2}$ @ $4\ 84\frac{1}{2}$ and documentary $4\ 83\frac{1}{2}$

@ $4\ 84$. The Bureau of Statistics at Washington has this week issued the statement of the country's foreign trade for December, and we give the figures below in our usual form.

FOREIGN TRADE MOVEMENT OF THE UNITED STATES.
In the following tables three ciphers (000) are in all cases omitted.

Merch'dise.	-1896-			-1895-		
	Exports.	Imports.	Excess.	Exports.	Imports.	Excess.
Jan.-March. 210,099	197,875	+12,224	204,374	195,150	+9,224	
Apr.-June. 204,513	174,081	+30,432	184,491	190,411	-5,920	
July-Sept. 221,450	152,434	+69,016	171,082	209,443	-38,361	
October. 113,524	50,493	+63,031	87,941	75,989	+11,952	
November. 109,003	50,015	+58,988	87,313	63,345	+23,968	
December. 117,227	57,556	+59,671	92,520	62,291	+30,229	
Total. 1,005,878	680,556	+325,322	824,800	801,069	+23,731	
Gold-						
Jan.-March. 13,134	22,905	-9,771	30,631	14,100	+16,512	
Apr.-June. 29,301	2,561	+26,740	4,611	11,876	-7,265	
July-Sept. 12,836	39,793	-27,057	37,938	2,855	+35,083	
October. 343	27,901	-27,558	1,874	1,797	+77	
November. 423	7,316	-6,893	14,059	591	+13,468	
December. 406	2,572	-2,166	15,482	1,311	+14,171	
Total. 56,743	102,767	-46,024	101,615	34,539	+67,076	
Silver-						
Jan.-March. 15,290	3,822	+11,468	10,318	1,609	+8,709	
Apr.-June. 14,648	2,123	+12,525	13,280	2,707	+10,573	
July-Sept. 16,513	2,510	+14,003	11,767	3,667	+8,100	
October. 4,795	994	+3,801	4,594	1,393	+3,201	
November. 4,973	1,775	+3,198	5,414	1,029	+4,385	
December. 6,820	1,280	+5,540	5,169	884	+4,285	
Total. 61,029	12,504	+48,525	53,833	11,356	+42,477	
Gold in Ore-						
Jan.-March. 39	358	-319	285	259	+27	
Apr.-June. 23	449	-426	33	573	-540	
July-Sept. 54	582	-528	8	475	-467	
October. 25	233	-208	14	214	-200	
November. 45	143	-98	15	227	-212	
December. 56	227	-171	7	110	-103	
Total. 310	1,603	-1,293	362	1,857	-1,495	
Silver in Ore-						
Jan.-March. 192	4,291	-4,099	....	2,877	-2,877	
Apr.-June. 145	4,559	-4,414	39	3,291	-3,156	
July-Sept. 228	4,392	-4,164	64	3,950	-2,986	
October. 179	1,489	-1,310	100	1,189	-1,089	
November. 148	1,338	-1,190	72	1,692	-1,620	
December. 101	1,601	-1,500	103	1,687	-1,584	
Total. 993	17,730	-16,737	378	13,047	-12,769	

+ Excess of exports. - Excess of imports.

We subjoin the totals for merchandise, gold and silver for the twelve months since January 1 for six years.

Twelve Mos.	MERCHANDISE.			GOLD.			SILVER.		
	Exports.	Imports.	Excess of Exports	Exports.	Imports.	Excess of Exports	Exports.	Imports.	Excess of Exports
1896.	1,005,878	680,556	325,322	56,933	104,730	47,797	64,022	30,234	33,788
1895.	824,800	801,069	23,731	101,967	34,306	70,571	54,211	24,373	29,888
1894.	825,162	676,313	148,849	101,850	21,351	80,499	47,246	17,634	29,612
1893.	875,832	766,240	109,592	79,984	73,281	6,703	46,338	27,766	18,572
1892.	938,421	810,931	127,490	76,582	17,451	59,000	35,976	21,726	14,250
1891.	970,710	828,331	142,379	79,088	44,970	34,118	27,693	18,193	9,505

* Excess of imports.

In the last table gold and silver in ore for 1893, 1894, 1895 and 1896 are given under the heads respectively of gold and silver; for the other years both are included in the merchandise figures.

The following statement gives the week's movements of money to and from the interior by the New York banks.

Week Ending Jan. 15, 1897.	Received by N. Y. Banks.	Shipped by N. Y. Banks.	Net Interior Movement.
Currency.	\$7,754,000	\$3,381,000	Gain \$4,373,000
Gold.	807,000	411,000	Gain. 396,000
Total gold and legal tenders.	\$8,561,000	\$3,792,000	Gain \$4,769,000

With the Sub-Treasury operations the result is as follows.

Week Ending Jan. 15, 1897.	Into Banks.	Out of Banks.	Net Change in Bank Holdings.
Banks' interior movement, as above	\$8,561,000	\$3,792,000	Gain \$4,769,000
Sub-Treasury operations.	18,300,000	14,300,000	Gain. 4,000,000
Total gold and legal tenders.	\$26,861,000	\$18,092,000	Gain \$8,769,000

The following table indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

Bank of	Jan. 14, 1897.			Jan. 16, 1896.		
	Gold.	Silver.	Total.	Gold.	Silver.	Total.
England.....	35,594,282	.....	35,594,282	46,052,703	.....	46,052,703
France.....	70,199,845	49,021,329	125,221,174	77,898,890	49,369,927	126,668,817
Germany.....	27,490,067	13,745,383	41,236,000	30,085,010	14,817,900	44,903,000
Aust.-Hungary.....	30,235,000	12,581,000	42,876,000	24,129,000	12,673,000	37,093,000
Spain.....	8,528,000	10,080,000	18,608,000	8,004,000	10,110,000	18,114,000
Netherlands.....	2,634,000	8,821,000	9,455,000	3,374,000	6,822,000	10,196,000
Nat. Belgium.....	2,796,000	1,398,000	4,194,000	2,673,333	1,336,657	4,010,000
Total this week	188,557,794	93,616,662	277,184,456	191,907,938	95,128,444	287,034,420
Total prev. wk	181,734,019	93,865,480	275,099,529	190,707,204	91,642,300	285,349,404

* The division (between gold and silver) given in our table of coin and bullion in the Bank of Germany and the Bank of Belgium is made from the best estimate we are able to obtain; in neither case is it claimed to be accurate, as those banks make no distinction in their weekly returns, merely reporting the total gold and silver, but we believe the division we make is a close approximation.

NOTE.—We receive the foregoing results weekly by cable, and while not all of the date given at the head of this column, they are the returns issued nearest to that date—that is, the latest reported figures.

THE ARBITRATION TREATY.

Almost exactly a year ago the outlook for peaceful relations between ourselves and foreign States, and between these European powers and one another, had darkened to a degree not witnessed since the last continental war. At the close of 1895 the United States was in a flame of hostile sentiment against Great Britain. The dramatic "Jameson raid" had drawn the German Emperor into a public attitude which, as even the conservative London "Economist" declared, was "a piece of gratuitous insolence" which the British people "are bound to resist, even if resistance costs them a great war." The Armenian massacres had complicated the tangled European diplomatic situation; the preliminary rumors of Congressional action such as would logically force a war with Spain were already circulating.

We venture to say that the historian will have some trouble, when he studies the present generation philosophically, to explain this extraordinary and almost world-wide outburst of warlike feeling. Part of it certainly was a mere coincidence, yet it did undoubtedly for the time appear as if almost every one of the Great Powers was eager to enter upon an angry international dispute. Particularly in this country, the fury with which the press and people rushed into talk of foreign war suggested latent possibilities from which most of us have believed our nation to be completely free. The singular part of the narrative, when it is written in comprehensive history, will be the sudden and universal subsidence of the outbreak. The ringleader of the Transvaal raid is brought to England, tried and convicted by a jury of his countrymen. The German Emperor's official organs in the press virtually apologize for him. The Powers apparently co-operate harmoniously to force on Turkey observance of the rules of humanity. The Senators, bent on Cuban intervention, abandon their scheme before they have brought the resolution to a vote. Last of all, the critical dispute over the Venezuela boundary is almost forgotten, while the issue of that one small problem is superseded by an arbitration treaty between the two States lately on the verge of conflict so broad and permanent in its provisions that it may properly be described as a revolution in diplomacy. We question if history can anywhere provide, within the compass of a single year, so dramatic and significant a contrast.

The arbitration treaty, which was signed at Washington last Monday by the official representatives of Great Britain and of the United States, grew in one

sense out of the Venezuelan dispute. The plan did not, however, by any means originate with that controversy. Arbitration, special or general, may be said to have been a recognized policy of this Government since the submission of the Alabama Claims to such a court in 1871. It has been peculiarly the policy of the present Administration. Long before the Venezuela episode the State Department was at work on plans for a general arbitration treaty. Negotiations to that end were conducted with great assiduity by the late Secretary Gresham; and Secretary Olney, on his succession to the office, found much of the preliminary work already done.

A very powerful influence was however exerted by the Venezuela episode in this respect: that the actual crisis which arose between the two nations a year ago proved the immediate necessity for a permanent understanding such as could be appealed to in emergency. Two years ago the suggestion of war between Great Britain and the United States would have been regarded as absurd. Twenty-five years ago President Grant, referring in his annual message to the treaty of Washington, expressed the "sincere hope," which was clearly the popular conviction, that the friendly relations between the two governments, left by that treaty "without a shadow, may forever remain equally unclouded." Diplomats, sharing this conviction, took their time. But the extraordinary outbreak at the close of 1895 opened the eyes of statesmen. It undoubtedly startled our own administrators quite as much as it did the English public leaders. No one can seriously suppose to-day that the President, in issuing his special message of December 17, contemplated any such popular explosion as resulted.

The warning to both parties to the controversy was so unmistakable that the work of the new Venezuela Commission was at once overshadowed and eventually quite superseded in public interest by the negotiations for the larger treaty. From the moment that the general arbitration plan was known to be on foot, the Venezuela question practically disappeared from public notice. The universal satisfaction over this turn in events is the best imaginable proof that the "war talk" of a year ago did not represent the true and sober sentiment of our people. Lord Salisbury's announcement, at the Lord Mayor's banquet on November 9, that the terms of a general arbitration treaty were already virtually settled, received almost as conspicuous notice in the press and in public discussion as did the original Venezuela message. Last Tuesday's formal publication of the treaty was received with an enthusiasm which leaves no doubt whatever as to the feeling of the United States.

The terms of the treaty thus formally submitted are clear and comprehensive. Its provisions cover three distinct classes of disputes: Claims not involving territory and amounting singly or in a group to less than £100,000; similar claims exceeding £100,000; and controversies involving the determination of territorial claims. Of these the first and smallest class are to be settled by three arbitrators; two "jurists of repute" named respectively by the two governments, and an umpire chosen by these two. Pecuniary claims exceeding £100,000 are to be settled by a similar tribunal if unanimous decision can be obtained. If unanimity is not obtainable the decision may on appeal be reviewed by a second tribunal of five other "jurists of repute," two named by each of the contracting Powers and an umpire selected by these four.

The third class of cases, embracing territorial claims, is naturally the most delicate of all. Such disputes are to be submitted to a tribunal of six members; three of them Justices of the United States Supreme Court or circuit courts, named by the President, and three Judges of the British Supreme Court of Judicature or members of the Judicial Committee of the Privy Council, named by the Queen. This tribunal, in order that its verdict shall be binding and final, must award by a majority of not less than five to one. But decision by less than this five-sixths majority shall also be final, unless either Power file its protest within three months. In any case, it is provided that no recourse to hostile measures shall be had until the mediation of one or more friendly Powers shall have been invited. Finally, in the event of failure by either of the two first-named tribunals to choose the umpire requisite to complete their membership, such umpire shall be appointed by the King of Sweden; this sovereign being obviously named as the ruler most removed, politically and territorially, from any association which would prejudice his individual judgment. The treaty is to remain in force absolutely for five years, and permanently thereafter, unless on twelve months' notice by either government of its wish to terminate the agreement. The time and place of meeting are left to the decision of the tribunal itself, and decisions are, if possible, to be rendered within three months.

Such are the chief points of this exceedingly important document. Its terms are largely based on those of the Treaty of Washington signed May 8 1871. It differs from that memorable State paper, however, not only in its permanency of character, but in some of its essential provisions. As might naturally have been expected, from the difference in the scope of the two treaties, the precautions and safeguards thrown about the present convention are by far the greater. The Geneva commission established by the former Washington treaty consisted of five arbitrators named respectively by the President of the United States, the Queen of England, the King of Italy, the President of the Swiss Confederation and the Emperor of Brazil, and decision by majority vote was to be final. The claims submitted to the Geneva Commission were, however, pecuniary; the case in point and the principles governing that case were thoroughly well defined. The award, therefore, necessarily depended almost wholly on the tribunal's judgment of the facts.

It will be seen at a glance how far the scope of this month's treaty extends beyond that of the treaty of 1871. The pecuniary claims considered under the treaty of this year will, indeed, resemble in general character or principle the questions at issue twenty five years ago, and the tribunals provided for such cases, in the earlier articles of the treaty, are for that reason not unlike those under which the Geneva commission acted. But territorial disputes open a very different problem. Such questions, it is known, presented the chief difficulty in the negotiation. It was on this very point that Lord Salisbury stood out longest; nor was Great Britain any more vitally concerned than we. That such questions should be submitted in advance to a tribunal chiefly made up, as the Geneva commission was, of nominees of other foreign States, it was scarcely reasonable to expect. No such provision appears in the article governing cases of this order. In territorial disputes the rights of the two contracting parties are guarded jealously. Such claims

involve, as was sufficiently shown in the Venezuelan controversy, examination of intricate points of law and precedent; therefore selection of the arbitrators is wisely stipulated from the highest law courts of the nations. Such claims peculiarly affect, moreover, the interests, remote or immediate, of neutral States; therefore no umpire from the outside is provided for.

Indeed, the more the Sixth Article of the treaty is studied, the more the conviction deepens that only the highest exercise of enlightened judgment and public spirit will make possible, in a case of serious dispute, a positive settlement by the court of arbitration. Reduced to its simplest terms, the meaning of this article is that territorial disputes can be positively settled by the arbitrators only in case two out of the three judicial authorities named by one contesting Power shall decide against the claim of their own government. This is certainly as much of conservatism as the most jealous Power could demand. Judge Harlan did indeed vote against the claim of the United States in the Bering Sea arbitration of 1893; but his was the only American vote thus cast. In advance of actual experience in a serious case, it would be hard to say how far the arbitration court would serve its purpose.

Be that as it may, the treaty is an auspicious achievement. As the President observes in his message of transmittal, "although the result reached may not meet the views of the advocates of immediate, unlimited and irrevocable arbitration," it must nevertheless be "recognized as making a long step in the right direction, and as embodying a practical working plan by which disputes between the two countries will reach a peaceful adjustment as a matter of course and in ordinary routine." The approval of the Senate is anticipated. The arrangement, as we have seen, is much more guarded and conservative in terms even than that of 1871. It is open to no such objection as the original convention of 1869 regarding the Alabama claims, a treaty which the Senate reasonably enough rejected. That treaty provided an umpire who would decide individually all cases on which the arbitrators for the contracting Powers disagreed; in substance the whole decision was placed in his hands only. The present treaty is as far removed as possible from any such fundamental weakness. Nor need any importance be attached to newspaper rumors of opposition on the ground that the King of Sweden is allowed too large dictation. This suggestion is without reason. Resort to his judgment, in the first place, is not allowed at all in territorial disputes, and in pecuniary matters it is provided only in the case that the arbitrators of the two contesting States shall fail to select their own umpire. We attach quite as little significance to the current vague reports that other foreign Powers are discontented with a treaty of such intimate association between Great Britain and the United States. If these Powers feel that either England or our nation has gained undue advantage as compared with other States, there is an easy remedy. Let such other Powers open negotiations for similar arbitration treaties for their own benefit.

It is our belief, in short, that the treaty will meet the cordial approval of the civilized world, as it has already received the prompt approval of American public sentiment. This second treaty of Washington worthily closes an administration noteworthy, in spite of its many vicissitudes and troubles, for its high pur-

pose and honest effort in behalf of public welfare. If Mr. Cleveland had no other claim on the recognition of history, the repeal of the Silver Purchase Act in the first months of his second term and the settlement of the arbitration problem near its close, would ensure its place. This final achievement is in truth a step in the march of civilization which promises to affect the whole world's history. It is the honorable distinction of the United States that for a generation it has taken the initiative in this vital problem.

THE REPORT OF THE LEHIGH VALLEY RAILROAD.

In taking up the report of the Lehigh Valley one is forcibly impressed with the fact of changed methods. Time was (and not so very long ago either) when the company's annual reports did not even contain a balance sheet. Now not only this essential of a complete report is furnished, but the announcement is made in the report that the monthly publication of the results of the business of both the railroad company and the Lehigh Valley Coal Company will be begun with the current fiscal year. Furthermore, we are told that the English system of annual examination of the company's accounts by public accountants—in other words, the system of an independent audit—is also under consideration by a committee of the board of directors. We will only say as to these departures that they are steps of the right kind, and indicate the desire of those directing the management to meet the wants of security holders and the public for fuller and more frequent information, accompanied by the assurance that the accounts as presented are in accordance with accurate methods of accounting.

The Lehigh Valley is one of the larger anthracite coal-carrying properties, and in the anthracite trade, as our readers know, the conditions the late year were very unfavorable. We will not go so far as to assert that it was the worst year ever experienced in the trade, but it was at all events a very poor year. As a matter of fact the anthracite situation has been unsatisfactory for a good many years, the hopes of an improvement having unfortunately again and again been disappointed. The suspension of dividends by the Lehigh Valley in 1893, after a continuous dividend record extending over thirty-five years, can not perhaps entirely be ascribed to the coal trade situation. It followed in part from the burdens imposed by the extension of the lines of the system. These extensions were made with the view to strengthening the road's position and diversify its traffic, and the fruits of that policy, as we shall presently show, are now appearing in increased traffic and revenues. But the immediate effects were rather disappointing. The heavier charges entailed by these various outlays began to accrue at once, while the development of the new sources of traffic (particularly at a time of depression in the business world) was necessarily slow. Simultaneously the road had to contend with a great strike and with other adverse circumstances.

Giving due weight, however, to all this, it still remains true that the conditions in the anthracite trade, not only during 1896 but for some years past, have been decidedly adverse, and that all the anthracite carriers, even the largest and strongest among them, have suffered from that cause. Not only has the Reading had to be reorganized again, but the Central of New Jersey felt obliged in the last half of 1895

to reduce its dividends from the basis of 7 per cent per annum to 5 per cent, and the Lehigh Coal & Navigation, an allied corporation, in 1894 came down to a 4 per cent basis. Then the Delaware & Hudson has now also made a reduction in its rate of distribution, dropping from 7 per cent per annum to 5 per cent. This leaves the Lackawanna as the only one of the large anthracite carriers still maintaining the old rate of dividend payments.

In the late year if the industrial situation had not taken such a disastrous turn the anthracite trade would undoubtedly have shown decided improvement. The various anthracite interests had at last (in January 1896) abandoned their policy of ruinous strife and substituted common-sense methods for the indefensible practices previously in vogue. They had been mining coal without limit, and carried competition so far that the profit from the business was extinguished. They decided to curtail production and bring it down more nearly to the demand. Hence a very radical policy of restriction was inaugurated. Yet President Wilbur says it was not until midsummer that the price received for coal covered its cost. There were three reasons for this. In the first place the advance in the selling prices of coal was made only gradually; in the second place all the companies had large future contracts outstanding at low prices, and in the third place the expense of operating the collieries is increased when production is small. Unquestionably, however, the benefits expected from the new policy would have accrued the latter part of the year except for the intense depression in trade which developed as the result of the silver agitation. This caused a very great falling off in the demand for coal, so that though better prices prevailed the companies disposed of greatly diminished amounts of coal. The consumption, indeed, fell so much below expectations that the output once more ran greatly ahead of it, leaving supplies again accumulating.

Mr. Wilbur says that the better rates obtained in the latter part of the year produced an undiminished net revenue, notwithstanding the loss in tonnage. He points out, however, that unless something is done to prevent sales for future delivery at the lower prices usually current in the early part of the year, and to avoid excessive output of coal when not required, the favorable result anticipated for the current year may fail of realization. The anthracite companies should certainly take care to guard against such an outcome. At the same time it appears to us that the situation is measurably more satisfactory than it was twelve months ago. The carriers have the trade better in hand, contracts at the old low prices are nearly all out of the way, and then also we think the indications point unmistakably to a revival of activity in our industries, ensuring an augmented consumption of coal, under which the difficulties in the trade must disappear.

Quite apart from the improved outlook in this branch of the company's business, the road's general traffic is being steadily developed, even in the face of industrial depression, and this growth will of course also be accelerated in the event of trade revival. The development in the direction referred to has been very striking during the last two years. We have adverted above to the enlargement of the system's mileage. Since the opening of the Buffalo extension in 1892 the company has had a through line under its own control extending from New York to Buffalo. It has also made a number of other acquisitions, the most recent of these

being the Middlesex Valley and the Elmira Cortland & Northern. The report says that these lines, besides having a good local trade, are both important feeders to the general business of the system.

The effect of the new extensions and acquisitions, together with the general development of the company's business, is seen in the announcement in the report that for the late year the tonnage movement of merchandise freight for the first time in the history of the company exceeded that of anthracite and bituminous coal and coke. In the fiscal year ending November 30 1895 the ton-mileage of coal had been 1,333 million tons, that of general freight 1,283 million; for the fiscal year 1896 the coal ton mileage was 1,333 million (anthracite having decreased, while bituminous increased), and the general freight mileage increased to 1,555 millions. In 1894 this latter amounted to only 1,004 millions, so that in two years the expansion has been over fifty per cent. The passenger traffic is also being steadily developed, the passenger revenues showing an increase in the late year of \$239,995 after an increase of \$211,863 in the year preceding. Mr. Wilbur notes that while the increase in 1896 was partly due to the added volume of traffic obtained through the acquirement of the Elmira Cortland & Northern, yet a considerable portion of the gain was secured by an active solicitation for business and by the improvement of the road's train service. He also points out that the running of the Black Diamond Express between New York and Buffalo, which was put on in May last, has proved to be even more satisfactory in its results than had been expected.

The company's aggregate gross earnings, after having dropped from \$18,610,777 in 1893 to \$17,330,594 in 1894, have since then been steadily rising—increasing first to \$18,564,454 in 1895 and now to \$19,514,660 in 1896, making them, we believe, the largest in the company's history. In the revenues from coal the changes have not been very important, the receipts in 1894 having been \$8,391,542, in 1895 \$8,470,859 and in 1896 \$8,623,574; but in the earnings from general merchandise the increase has been from \$5,982,857 in 1894 to \$7,472,104 in 1896. The improvement is the more noteworthy since it has been made in face of a very considerable decline in rates. The average per ton per mile on coal for 1896 at 6.46 mills was only a little better than that for 1895 at 6.40 mills, and compares with 7.32 mills in 1894. In the case of general freight the average was only 4.80 mills in 1896, against 5.34 mills in 1895 and 5.95 mills in 1894. The decrease in this last instance in the two years has been nearly 20 per cent, while in coal the decline has been about 12 per cent. What an important factor these declines in rates have been is evident from the statement in the report that the shrinkage of 0.31 mills in the average in 1896 for the whole tonnage (coal and merchandise combined) represents a loss in income in the large sum of \$900,000.

In brief then, it may be said that in the late year rates were very low, the coal trade failed to show the improvement expected, and all the industries of the country were in a state of extreme depression. About the only favorable factor was the heavy grain movement as the result of the large crops of 1895 and 1896, and which was of advantage to the Lehigh Valley in swelling the amount of its through traffic from Buffalo to New York. Bearing on this latter point, we observe that of the 662,951 increase in the merchandise tonnage in the late year, 528,365 tons was in the item

of grain. That, however, must not be taken to indicate that the development has been entirely in that direction. As a matter of fact, though there were some considerable losses in a few leading items owing to the depression in trade (the tonnage in cars for instance being only 170,195 tons against 290,898 tons), if we take the whole of the twenty-six items of freight reported separately, we find that 17 show increases and only 9 decreases; moreover, this is after an increase in 1895 over 1894 in 20 out of 23 items enumerated.

Altogether the increase of \$950,206 in gross earnings during the late year indicates very substantial growth in the business of the system in face of adverse conditions. Operating expenses during the twelve months were augmented by extra outlays of \$103,906 spent in equipping cars with couplers, brakes, &c., in accordance with the statute requirements of the various States and the United States; but notwithstanding the augmentation in this and various other directions, net earnings were increased from \$4,658,678 to \$5,124,682. On the other hand, there was a considerable falling off in the income from investments or "other sources," and at the same time the fixed charges for interest and rentals were somewhat heavier, so that the surplus remaining after these charges was not quite so large as in 1895, being \$449,763, against \$642,842. In this the interest on the Lehigh Valley Coal Company bonds assumed by the company, amounting to \$590,650 in 1896 and to \$596,625 in 1895, is not treated as a charge against income, but carried as a debit to profit and loss. If that item were taken into account, the final result for 1896 would show a small deficiency, which, however, is a not unsatisfactory exhibit, considering the character of the year and the extent to which the other anthracite carriers suffered from the unfavorable conditions prevailing.

In the balance sheet we find that the amount of bills payable outstanding November 30 1896 was slightly less than on November 30 1895, though the total fell below 2½ million dollars at both dates. On the other side of the account it appears that the cash advances to the Lehigh Valley Coal Company were increased during the twelve months \$1,859,851, and now amount to \$5,166,889. The increase arose out of the accumulation of stocks of coal towards the end of the year on account of the depression in trade—that is to say, the Railroad Company had to furnish the money to the Coal Company to enable it to carry the stocks. It may be asked if the Coal Company has the means to repay those advances. It would appear that it had. Without attempting an analysis of the current assets of the coal company, it will be sufficient to say that two large items make up enough to cover nearly the whole amount. We refer to the \$2,690,285 of coal reported on hand according to the inventory and the \$2,168,259 of presumably collectible accounts on coal sold

RAILROAD DIVIDENDS IN 1896.

The reduction last week in the dividend rate of the Delaware & Hudson from 7 per cent per annum to 5 per cent makes interesting a review of the dividend record of our railroads for 1896. It is rather noteworthy that among the larger companies holding rank as dividend payers there were very few changes in the rate of distribution to their stockholders during the late year. Nor were there a great many reductions or

suspensions among any class of companies, large or small. This latter fact is explained by the circumstance that the period of depression has been a long one and that dividend reductions and suspensions in such great numbers had occurred in the years preceding. No doubt also there are cases where the dividends, though paid, were not earned, and that in these cases changes will be forced the present year unless business conditions materially improve. Fortunately all the indications at present point to a decided recovery in trade.

As the matter stands, the most striking feature is, that though our industries became more and more prostrated as the year progressed, until the election brought relief, instances where dividends have been increased or resumed are much more conspicuous than those of the other kind. The improvement has come mainly from two classes of roads, those recently reorganized where the reorganization was very conservative and where there was an implied promise that dividends were to be declared if earned, no matter how small, and those which have been greatly helped by the excellent grain harvests, particularly in the spring-wheat regions of the Northwest.

The Southern Railway has this month paid a dividend of 1 per cent on its preferred stock. The Georgia Southern & Florida paid a first dividend of 4 per cent to its 1st preferred shareholders in November. The Minneapolis & St. Louis, which was reorganized in October 1894, is paying 5 per cent dividends on the 1st preferred stock and 3 per cent on the second preferred. Both the Canadian Pacific and the Denver & Rio Grande preferred have returned to the dividend ranks. The Des Moines & Fort Dodge gave its preferred stockholders 6 per cent in August 1896, against only 4 per cent in August 1895. The Burlington Cedar Rapids & Northern increased from 3 to 4 per cent. The Philadelphia Wilmington & Baltimore paid 7 per cent in 1896 against 6½ in 1895, and the Pittsburg Youngstown & Ashtabula 6½ per cent on its common against 6 per cent, while the Evansville & Terre Haute made its first payment on the preferred stock. The New York Chicago & St. Louis made an annual dividend of 5 per cent in March out of the earnings of 1895, against nothing paid in 1895 out of the earnings of 1894. The Rutland, which was forced to pass its July dividend on the preferred stock and which seemed to have little prospect for a resumption of dividends, since the Central Vermont, to which it had been leased, had gone into the hands of receivers, has already paid a dividend of one per cent the present January. The road is now operated independently of the Central Vermont, by its own officers. Rumor also says that the Chicago St. Paul Minneapolis & Omaha is to begin dividends on its common shares after having paid on its preferred shares for many years.

The roads that have suspended or reduced in 1896 are not numerous. The Toledo & Ohio Central passed the October dividend on its preferred shares; the Nashville Chattanooga & St. Louis deferred the quarterly payment due in November but has now declared both that dividend and the next quarterly one. The Canada Southern will pay only 1 per cent February 1897, against 1½ per cent at previous semi-annual dates. The Boston Revere Beach & Lynn, which at one time paid 3½ per cent each six months, now is down to 1 per cent semi-annually. The Keokuk & Des Moines, whose preferred shareholders had been receiv-

ing small amounts in other years, received nothing in 1896.

As already stated, among the larger and more prominent roads the changes in 1896 were few. Here is the record for the Western roads for ten years. It will be observed that both the St. Paul and the Chicago & North Western paid a larger aggregate on their common shares in 1896 than in 1895.

Western Roads.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.
Chicago & Alton.....	8	8	8	8	8	8	8	8	8	8
Do pref.....	8	8	8	8	8	8	8	8	8	8
Chic. Burl. & Quincy	8	5	4	5	4½	5	5	4½	4	4
Chic. Milw. & St. P.	5	2½	.....	.....	.....	2	4	4	2	4
Do pref.....	7	6	4½	7	7	7	7	7	7	7
Chicago & Northw'n.	8	6	6	6	6	6	6	13	4	5
Do pref.....	7	7	7	7	7	7	7	7	7	7
Chic. Rock Isl. & Pac.	7	6½	4	4	4	4	4	3½	2	2
Chic. St. P. M. & O. prf.	6	6	3	4	4	6½	7	7	7	7
Great Northern pref.	.....	.....	.....	1	4½	5	5	5	5	5
Illinois Central.....	7	7	5½	6	8	5	5	5	5	5
Missouri Pacific.....	7	5½	4	4	3	.....	.....	.....	.....	.....
St. P. M. & Manitoba	8	8	6	8	8	8	8	8	8	8

† Dividend for December 30 was paid January 3 and therefore fell in 1893, and dividend periods now are January and July.

In New England, the number of independent roads—we mean those not leased to other roads—is growing smaller each year. Here is the comparison of dividends for the best-known stocks.

New England Roads	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.
Boston & Albany.....	8	8	8	8	8	8	8	8	8	8
Boston & Lowell.....	6½	7	7	7	7	7	7	7	7	7
Boston & Maine.....	10	9	9	9½	9	8	8	6	6	6
Boston & Providence	10	10	10	10	10	10	10	10	10	10
Fitchburg.....	47	39	.....	12	15½	14	14	13	14	14
Maine Central.....	6	6	6	6	6	17½	6	6	6	6
N. Y. N. H. & Hartf.	10	10	10	10	10	10	10	9	8	8
N. Y. Prov. & Bos.....	10	10	10	10	10	(a)	(a)	(a)	(a)	(a)
Old Colony.....	7	7	7	7	9½	7	55-60	7	7	7
Rutland, pref.....	1½	1	1½	2	3	4	4	4	4	2

† Old stock exchanged into new preferred with 3½ per cent stock dividend; and 2 per cent paid on this preferred stock in November, 1887, after 3 per cent on old common in January, 1887, and 2 per cent in May, 1887.

‡ This is on new preferred stock.

¶ Increase due to change of dividend period.

¶ Also 32½ per cent extra out of amount received from the Old Colony under the provisions of lease.

(a) Exchanged for New York New Haven & Hartford stock.

(b) Change from 7 per cent due to change of dividend period.

In the case of the great east and-west trunk lines, the New York Central dropped to a 4 per cent basis in 1895. Our statement makes the aggregate during that year 4½ per cent, the dividend in January 1895 having been still 1½ per cent. It is proper to say that we show in all cases the aggregate amount paid within the twelve months of the calendar year, not the amounts paid out of the earnings of the year. Below is the comparison for the trunk lines. The lowering of the dividend on Canada Southern does not appear in this list, since the dividend will not be paid till February 1897.

Trunk Lines.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.
N. Y. Central.....	4	4	4	4½	4½	5½	5	5	4½	4
Pennsylvania.....	5½	5	5	5½	6	6	7	5	5	5
Balt. & Ohio.....	4	.....	.....	20+	3½	5	4½	.....	.....	.....
L. Sh. & Mich. So.....	4	4	5	5	6½	6½	6	6	6	6
Michigan Cent.....	4	4	4	5	5	5½	5½	5½	4	4
Canada Southern.....	2½	2½	2½	3½	2½	3	3	3	2½	2½
N. Y. C. & St. L. 1st pf.	.....	.....	.....	.....	3½	3	3	4	.....	5

* Two per cent of this in stock.

† Paid in stock.

Among the anthracite coal roads, the Central of New Jersey changed from 7 per cent to 5 per cent in 1895, and the Delaware and Hudson, as already announced, has now concluded to make a similar change.

Anthracite Coal R'ds.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.
Cent. of New Jersey	.....	.....	3	6	6½	7	7	7	5½	5
Delaware Lack. & W.	7	7	7	7	7	7	7	7	7	7
Delaware & Hudson.	5	6	7	7	7	7	7	7	7	7
Lehigh Valley.....	4½	5	5	5	5	5½	4	.....	.....	.....
Lehigh Coal & Nav.	4	4½	5	5	5	5½	6	4½	4	.....

RAILROAD GROSS EARNINGS FOR 1896.

The course of railroad gross earnings during 1896 was just the reverse of that during 1895. In the last-mentioned year the comparisons the first six months were rather poor, those of the second six months very good. In 1896, on the other hand, while the returns the first six months continued on the whole fairly satisfactory, the second six months they became quite unfavorable. The contrast between the two years is perhaps best indicated by saying that during 1895 the monthly exhibits kept growing steadily better, in 1896 they kept steadily growing worse.

The principal reason for this difference between the two years is of course found in the great change which occurred in the trade situation. In 1895 the Morgan-Belmont contract with the Government in February started a revival in business, which made steady headway until near the end of the year. In 1896 this trade revival was again checked, owing to a variety of causes which have been set out at length on previous occasions, the principal one being the agitation for free silver, and as the year progressed great depression developed, which became steadily more pronounced, so that the traffic and revenues of the roads were very largely reduced. In January and February our monthly statements showed the largest gains, with one exception, recorded in any month for about four years. But after that the gains rapidly fell off, and in August the totals again began to show losses, and thereafter there were decreases to the end of the year. The largest falling off occurred in November, when the shrinkage fell but little short of 10 per cent. Here is a summary of the monthly aggregates for the twelve months.

Period.	Mileage.		Earnings.		Inc. or Dec.	P. C.
	1894.	1895.	1896.	1895.		
	Miles.	Miles.	\$	\$		
January (131 roads)	93,522	93,293	37,686,480	33,954,041	+3,732,448	10.99
February (128 roads)	93,411	93,050	35,357,181	31,058,010	+4,199,171	13.52
March (123 roads)	92,222	91,869	37,250,670	35,874,390	+1,376,280	3.83
April (131 roads)	95,529	95,084	37,240,376	36,012,401	+1,227,975	3.41
May (128 roads)	95,617	95,230	37,524,386	36,789,752	+734,634	2.00
June (123 roads)	93,086	92,508	37,792,780	36,357,447	+1,435,333	3.95
July (131 roads)	97,351	96,571	41,617,094	40,007,082	+1,610,012	4.02
August (126 roads)	94,149	93,413	40,361,739	41,444,183	-1,082,444	2.61
September (122 roads)	94,614	93,854	43,266,388	43,450,754	-184,366	0.42
October (132 roads)	96,973	96,209	49,532,102	52,116,295	-2,584,193	4.95
November (127 roads)	94,094	93,572	41,099,043	45,622,215	-4,523,172	9.97
December (135 roads)	97,233	96,440	42,993,334	43,507,220	-513,886	1.17

The unfavorable trade situation was the influence of paramount importance in the results. Many of the other influences were favorable, and would under ordinary circumstances have left marked indications of their presence in the revenue returns for the year. There was an almost entire absence of special disturbing agencies—no strikes or labor troubles of large magnitude, no floods or storms of extensive moment. Of course strikes occurred in minor instances, and floods also at times did more or less damage to particular roads; none of these, however, attained large proportions. The weather was bad nearly all over the country in March, and in November the Northern Pacific and some other roads in the same territory suffered severely from storms and generally bad weather. But these were all of limited application.

In some respects also the rate situation was better than usual, though the year was by no means entirely free from rate disturbances. Three important traffic associations were established, whose influence may count for much in the future of the roads. The origin

of the Joint Traffic Association dates back to 1895, but the contract did not go into effect until January 1 1896. This agreement proved more satisfactory than any previous similar agreement. Rates were reduced on special classes of traffic during the summer, but the reduction was made as prescribed in the agreement, and not by the individual action of the roads, and hence there was no demoralization. The fact that the trunk lines had to meet new competition in the taking of grain for export by the lines running to the Gulf ports put the new compact to a special test. In April the Southwestern Traffic Association was formed, and this likewise proved very beneficial. In October the Western roads united and organized the new Western Freight Association. Both these latter associations are modeled on that of the Joint Traffic Association. The Western Freight Association was formed only after a long period of strife in the summer, during which rates dropped to extremely low figures. A general restoration of tariff schedules did not occur until Nov. 2. In the South a war broke out between the Seaboard Air Line and the Southern Railway, which was checked by the intervention of the courts when it threatened to involve all the roads in the South, but was resumed when the restraint imposed by the courts was removed, and then was again arrested by a further move in the courts.

The grain movement was of large dimensions, and proved a favoring influence of great magnitude with many Western roads and also with some of the lines to the seaboard. The spring wheat crop, however, was not equal to the phenomenal yield of the preceding year, and this caused some serious losses in earnings the latter part of 1896. We shall refer further below to the movement. In the South and Southwest the small cotton crop of 1895 was a depressing agency for the first six or seven months of the year, but the crop of 1896 being of more liberal proportions and comparison being with the small total of 1895, the situation changed decidedly for the better the last four or five months.

Owing to the variation in the results between the first and the second half of the year and also between the different sections of the country, the final total of earnings for the year does not show any very great change from that for the preceding year. Of course it is not possible so soon after the close of the period to furnish complete figures. We have returns for the full twelve months from 133 roads, operating 99,201 miles of line. On these there is a gain of \$7,229,969 over the previous year. In addition we have the returns of 73 roads, operating 54,928 miles, which have reported for ten or eleven months of the year. On these there is a loss of \$4,053,053. Combining the two sets of figures the increase for the whole 205 roads, operating 154,129 miles, is found to be only \$3,176,917, or but one-third of one per cent. These figures include the earnings of a few thousand miles of Mexican and Canadian roads, but the aggregate reaches very large totals—924 million dollars in 1896, as will be seen by the following:

	Gross Earnings.			Miles of Road End of Period.	
	1896.	1895.	Inc. or Dec.	1896.	1895.
	\$	\$	\$		
133 roads full year.....	523,999,379	516,039,310	+7,229,969	99,201	96,406
73 roads 11 months....	401,090,288	405,143,334	-4,053,046	54,928	54,516
Grand tot. (205 roads).....	924,989,667	921,182,644	+3,176,917	154,129	150,922

It should be said that while this gain is small, it follows a gain of almost fifty million dollars in 1895. But this latter gain came after a loss of over 112 million dollars in 1894 and of 25 million dollars in 1893. Hence we may sum up with the remark that the roads, treated as a whole, have maintained the recovery established in 1895. Here is a comparison for five years of the totals for the twelve months and also those for December. Of the latter we shall speak further on.

	Mileage.		Earnings.		Increase or Decrease.
	Year Given.	Year Preceding.	Year Given.	Year Preceding.	
December.	Miles.	Miles.	\$	\$	\$
1892 (136 roads).....	94,103	92,326	47,113,694	46,019,414	Inc. 1,094,280
1893 (127 roads).....	97,378	94,339	40,319,016	40,793,383	Dec. 4,774,337
1894 (125 roads).....	96,390	95,829	38,937,350	39,179,334	Dec. 241,984
1895 (123 roads).....	99,975	99,854	45,025,858	41,249,339	Inc. 3,776,469
1896 (135 roads).....	97,333	96,440	42,893,334	43,507,320	Dec. 613,986
Jan. 1 to Dec. 31.					
1892 (171 roads).....	132,331	130,602	926,977,747	891,467,492	Inc. 44,910,255
1893 (183 roads).....	141,839	139,371	936,247,955	991,407,916	Dec. 25,169,960
1894 (194 roads).....	151,04	150,021	865,702,444	978,128,168	Dec. 112,425,721
1895 (201 roads).....	149,265	147,887	886,257,385	934,328,418	Dec. 48,071,033
1896 (205 roads).....	154,129	152,923	924,359,531	921,182,644	Inc. 3,176,887

Taking up the separate roads we find considerable irregularity in the results and also fewer changes than usual of large magnitude. Northwestern lines have on the whole done better than any others, the gains in the early part of the year on the spring-wheat movement being the main cause of this. On the other hand, the poorest results come from the roads in the manufacturing sections of the Middle and Middle Western States, these reflecting the industrial depression. The anthracite roads have also done poorly, though there is an exception in the case of the Lehigh Valley, which for the twelve months ended November 30 added \$950,206 to its receipts, in part on an increase in mileage. Enumerating some of the more important decreases, the Pennsylvania on the lines directly operated east and west of Pittsburgh and Erie has fallen \$4,913,000 behind in the eleven months to November 30; the Reading, with the Coal & Iron Company, has lost \$1,906,895 in the ten months to October 31, and the Southern Pacific for the eleven months has lost \$1,747,715. In the Southwest there is a sharp difference between the roads dependent mainly on the cotton traffic and those which, while hauling much cotton, also have a very heavy traffic in grain. Several of these latter, like the Atchison, the St. Louis & San Francisco and the Missouri Kansas & Texas, are able to show gains, while many of the former report losses. The Southern roads, with few exceptions, record improved totals, and the Norfolk & Western has a gain of \$1,402,094, caused by the fact that in 1895 the road had suffered a great part of the year from a strike of its miners.

The largest gains reported by any roads are \$1,737,690 by the Canadian Pacific and \$1,505,707 by the Great Northern, both being due to the very exceptional movement of spring wheat out of the crop of 1895; at one time during the year these gains were of still larger magnitude, there having been a falling off in the earnings the last few months. As showing the extent of the decrease in the later months, we may note that the Milwaukee & St. Paul, which for the year has only \$744,383 gain, for the first seven months had \$2,330,813 gain; and the Chicago & North Western, which for the eleven months reports \$842,106 increase, at the end of the first seven months had \$2,643,704 gain. We annex a list of all roads whose gains or losses exceed \$200,000.

PRINCIPAL CHANGES IN GROSS EARNINGS FOR 12 MONTHS.

Increases.		Decreases.	
Canadian Pacific.....	\$1,737,690	Georgia.....	\$201,115
Great Northern.....	1,505,707	Total (representing 22 roads).....	\$12,641,677
Norfolk & Western.....	1,402,094	Decreases.	
Mexican Natl.....	750,329	Clev. Cin. Chic. & St. L.	\$968,083
Chic. Mil. & St. Paul.....	744,383	Lake Sh. & Mich. So.	80,103
Grand Trunk.....	753,216	Wabash.....	687,002
Mexican Central.....	705,789	Mo. Pacific.....	500,477
Mo. Kans. & Texas.....	688,169	Northern Pacific.....	370,830
Ches. & Ohio.....	573,974	Cin. N. O. & Tex. Pac.	349,704
Chic. Gr. Western.....	545,930	Balt. & Ohio S.W. West.	290,587
Union St. P. S. M.....	545,930	N. Y. Central.....	263,861
Louisv. & Nashv.....	438,142	West. N. Y. & Penn.	253,311
Georgia & Alabama.....	370,665	Southern Railway.....	245,407
Chic. & Gr. Trunk.....	340,739	Texas & Pacific.....	216,522
Toi. St. L. & K. n. City.	329,963	Total (representing 11 roads).....	\$4,952,887
Buff. Roch. & Pitts.....	286,932		
Kan. C. P. & Gulf.....	276,686		
Int. Gr. Northern.....	244,155		
Mobile & Ohio.....	219,565		

PRINCIPAL CHANGES IN GROSS EARNINGS FOR 11 MONTHS.

Increases.		Decreases.	
Lehigh Valley.....	\$950,206	Pennsylvania.....	\$4,913,000
Chicago & Northwest.....	842,106	Phil. & Read. & O. & A. L.	1,906,895
Atch. Top. & Santa Fe.	829,281	Southern Pacific.....	1,747,715
Chic. St. P. Minn. & Om.	646,599	Central of New Jersey.	1,111,119
Union Pacific.....	550,990	Peoria & Eastern.....	237,080
Chic. Burl. & Quincy.....	444,933	Allegheny Valley.....	213,350
Erie.....	443,543		
Toi. St. Lou. & K. City.	329,963		
Mexican International.	294,423		

Total (representing 14 roads).....	\$5,370,969	Total (representing 16 roads).....	\$9,459,159
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For ten months only.

Eastern lines decreased \$2,043,300 and Western lines \$2,829,700.

For year ending November 30.

We have said that the grain movement was of very large dimensions. At the seaboard the receipts of wheat, corn, oats, barley and rye for the fifty-two weeks in 1896 were 260 million bushels, against 159 million bushels in 1895 and 154 million bushels in 1894. The gain, however, was offset to an extent by smaller receipts of flour, as will appear by the following.

SEABOARD GRAIN RECEIPTS FOR THE FIFTY-TWO WEEKS.

	1896.	1895.	1894.	1893.
Flour.....bbls.	12,809,669	17,915,415	20,749,597	19,976,653
Wheat.....bush.	67,992,368	50,631,774	57,613,811	93,855,531
Corn.....	99,407,408	59,708,628	46,907,081	58,978,185
Oats.....	73,584,443	37,749,570	44,630,607	52,436,036
Barley.....	13,137,109	4,862,668	4,942,916	5,004,443
Rye.....	6,141,044	579,280	590,080	1,136,166
Total grain.....	260,462,373	159,621,930	154,684,495	211,486,361

At the Western primary markets the increase was of still more striking proportions. Of wheat the deliveries were 185 million bushels against 174 million, of corn 147 million against 95 million, of oats 169 million against 124 million, of barley 40 million against 31 million, and of rye 6 million against 3 million. Taking the grain movement as a whole the receipts were 550,760,654 bushels against 429,477,590 bushels. In other words, the increase was 121 million bushels, equal roughly to 3 million tons of freight. Here the flour deliveries also were slightly larger. Nothing else is needed to show the prominent part played by the large crops. From the following, giving the details of the grain movement in our usual form, it will be observed that notwithstanding the large general gain some of the Middle Western points, like Detroit, Toledo and Cleveland, have gained either only slightly or not at all.

RECEIPTS OF FLOUR AND GRAIN FOR FIVE WEEKS ENDING DECEMBER 31 AND SINCE JANUARY 1.

	Flour, (bbls.)	Wheat, (bush.)	Corn, (bush.)	Oats, (bush.)	Barley, (bush.)	Rye, (bush.)
Chicago—						
5 wks. Dec. 1896	192,636	764,219	5,234,230	10,158,637	2,294,518	296,801
5 wks. Dec. 1895	312,171	3,074,900	1,340,284	8,389,750	81,709	174,427
Year '96, 52 wks.	2,214,452	19,630,950	86,902,316	107,148,177	17,466,601	2,497,335
Year '95, 52 wks.	3,005,370	20,087,717	59,068,135	80,391,840	14,180,411	1,666,673
Milwaukee—						
5 wks. Dec. 1896	527,750	628,000	87,000	973,000	1,285,800	314,380
5 wks. Dec. 1895	491,190	1,452,635	160,650	801,000	1,338,311	135,525
Year '96, 52 wks.	3,165,741	8,563,484	2,037,175	13,571,000	11,439,995	1,741,425
Year '95, 52 wks.	2,714,220	9,674,819	1,272,650	8,984,071	10,235,147	1,069,301
St. Louis—						
5 wks. Dec. 1896	100,355	482,987	4,169,315	1,315,244	231,750	18,303
5 wks. Dec. 1895	118,729	1,085,941	1,536,405	1,771,195	502,309	25,300
Year '96, 52 wks.	1,352,099	12,134,675	24,050,750	10,748,028	1,872,300	276,217
Year '95, 52 wks.	1,002,068	10,953,543	8,026,225	10,197,830	2,108,024	227,614
Indian—						
5 wks. Dec. 1896	3,537	766,200	1,018,300	25,700	.....	38,800
5 wks. Dec. 1895	8,532	471,900	1,530,100	153,600	.....	4,460
Year '96, 52 wks.	63,105	7,672,000	4,551,900	281,900	.....	429,000
Year '95, 52 wks.	73,080	7,724,58	6,820,575	756,141	.....	150,300
Detroit—						
5 wks. Dec. 1896	38,250	181,918	218,930	177,948	255,151	.....
5 wks. Dec. 1895	19,642	131,518	184,610	1,671,2	180,784	.....
Year '96, 52 wks.	250,876	3,029,879	1,052,607	1,970,611	1,314,512	.....
Year '95, 52 wks.	185,911	2,645,480	1,834,801	1,810,129	805,750	.....

	Flour, (bbls.)	Wheat, (bush.)	Corn, (bush.)	Oats, (bush.)	Barley, (bush.)	Rye (bush.)
Cleveland—						
5 wks. Dec., 1896	6,219	463,947	51,863	173,572	8,335	.....
5 wks. Dec., 1895	3,429	317,070	30,705	68,578	11,717	.....
Year '96, 52 wks.	349,397	2,602,031	682,182	1,755,603	29,143	.....
Year '95, 52 wks.	242,751	2,860,760	851,672	1,699,694	121,392	.....
Peoria—						
5 wks. Dec., 1896	31,410	114,450	1,863,300	1,559,100	375,400	43 2 0
5 wks. Dec., 1895	30,760	145,000	2,345,930	1,325,650	436,100	22,590
Year '96, 52 wks.	347,500	1,791,400	18,335,450	17,861,100	1,990,710	108,650
Year '95, 52 wks.	322,750	1,062,650	15,065,225	19,411,700	1,678,900	120,000
Duluth—						
5 wks. Dec., 1896	29,200	2,778,945	0,156	399,736	243,791	154,954
5 wks. Dec., 1895	.....	2,280,882	5,849	343,334	210,365	56,504
Year '96, 52 wks.	4,251,434	60,254,609	398,165	4,721,779	6,080,723	1,543,878
Year '95, 52 wks.	3,570,013	49,556,465	5,849	4,230,815	2,361,762	327,490
Minneapolis—						
5 wks. Dec., 1896	16,645	6,643,530	151,164	1,351,020	.....	.....
5 wks. Dec., 1895	.....	6,747,410	254,169	.....	.....	.....
Year '96, 52 wks.	121,832	60,044,036	1,054,028	9,116,060	10,100	11,560
Year '95, 52 wks.	.....	65,821,590	1,048,493	.....	.....	.....
Kansas City—						
5 wks. Dec., 1896	.....	474,020	1,065,500	451,800	.....	.....
5 wks. Dec., 1895	.....	608,797	222,775	4,892	.....	.....
Year '96, 52 wks.	.....	4,594,938	5,672,083	2,065,669	.....	.....
Year '95, 52 wks.	.....	3,658,644	373,763	92,599	.....	.....
Total of all—						
5 wks. Dec., 1896	941,022	13,298,214	14,495,767	16,618,690	4,600,655	802,429
5 wks. Dec., 1895	979,421	24,325,031	12,798,226	11,985,462	4,821,058	413,966
Year '96, 52 wks.	12,183,835	180,519,041	147,848,077	169,880,187	40,774,334	6,739,015
Year '95, 52 wks.	11,113,032	174,586,260	96,396,330	124,324,231	31,636,799	8,671,378

The foregoing covers the fifty-two weeks ending December 31. For Chicago we have the figures for the even year. These show receipts of grain for 1896 of 239,884,957 bushels, against 175,984,095 bushels for 1895. In brief at this point alone the increase has been almost 64 million bushels. The following gives also the movement of provisions and of hogs.

RECEIPTS AT CHICAGO DURING DECEMBER AND FOR THE YEAR.

	December.			Year.		
	1896.	1895.	1894.	1896.	1895.	1894.
Wheat bush.	701,170	2,907,492	908,692	19,981,592	20,637,542	25,093,887
Corn bush.	4,864,888	5,577,644	5,591,014	90,246,379	59,601,518	64,909,855
Oats bush.	9,437,393	7,817,352	3,666,278	100,585,405	79,892,792	63,198,858
Rye bush.	884,861	106,997	174,091	2,230,236	1,657,216	1,368,157
Barley bush.	2,229,292	1,674,126	1,458,395	17,591,376	14,196,627	13,405,491
Total grain	17,515,104	17,643,511	11,498,450	239,884,957	175,984,095	198,575,748
Flour bbls.	183,763	296,016	202,506	2,532,041	3,005,508	4,223,606
Pork bbls.	1,206	844	1,184	7,985	9,672	5,999
Cut meat lbs.	13,114,198	18,008,867	13,621,110	180,612,731	172,004,133	137,906,256
Lard lbs.	6,851,157	8,591,507	6,145,290	67,181,969	54,046,324	62,846,369
Live hogs No.	788,794	780,906	735,082	7,659,472	7,885,274	7,453,228

It will be seen that the receipts of hogs were only 7,659,472 head in 1896, against 7,885,274 in 1895. We may add that of cattle the receipts were 2,600,476, against 2,588,558; of calves, 138,337, against 168,740; of sheep, 3,590,655, against 3,406,739, and of horses, 105,978, against 113,193.

With reference to the cotton movement in the South, the receipts at the Southern outports were larger than in the preceding year, the total being 6,475,263 bales for 1896, against 5,639,663 bales for 1895 (up to July 31 there had been a loss of 698,706 bales), but the shipments overland were smaller, reaching only 1,274,944 bales, against 1,444,364 bales. The following shows the details of the port receipts.

RECEIPTS OF COTTON AT SOUTHERN PORTS IN DECEMBER AND FROM JANUARY 1 TO DECEMBER 31, IN 1896, 1895 AND 1894.

Ports.	December.			Full Year.		
	1896.	1895.	1894.	1896.	1895.	1894.
Galveston.....bales.	250,187	181,409	338,997	1,362,381	1,118,823	1,429,471
Texas City, &c.....	18,627	23,737	17,192	123,428	89,556	62,890
New Orleans.....	388,138	360,004	434,756	2,125,407	2,097,999	2,247,120
Mobile.....	63,489	34,303	52,472	267,316	205,489	217,230
Florida.....	16,578	7,182	3,226	62,300	28,435	29,370
Savannah.....	147,596	117,372	144,645	978,855	782,196	923,190
Brunswick, &c.....	42,252	26,764	43,651	152,371	132,264	149,907
Charleston.....	66,030	45,464	71,028	368,131	325,367	374,749
Port Royal, &c.....	20,748	14,104	23,884	94,791	120,903	117,635
Wilmington.....	35,738	28,918	46,177	245,838	168,339	250,941
Washington, &c.....	933	235	355	813	768	7,462
Norfolk.....	130,971	59,718	105,370	718,544	534,725	476,120
West Point, &c.....	4,561	46,394	75,148	45,413	26,273	322,380
Total.....	1,185,043	944,054	1,356,392	6,475,263	5,639,663	6,588,285

Taking the leading Southern roads, we find that the earnings of 1896 have been nearly three million dollars better than for 1895, and the total also compares quite well with earlier years. This is made plain by the following six-year comparison.

EARNINGS OF SOUTHERN GROUP.

Year.	1896.	1895.	1894.	1893.	1892.	1891.
Ohas. & Ohio.....	10,379,298	9,798,324	9,127,604	9,865,471	9,665,849	9,353,970
Georgia.....	1,568,875	1,857,780	1,318,560	1,419,738	1,606,575	1,765,444
Kan. C. Mem. & Bir.	1,188,573	1,121,437	1,056,210	1,126,852	1,146,547	1,200,101
Louisv. & Nashv.	20,247,340	19,509,126	19,405,824	20,474,633	21,850,478	20,247,526
Memphis & Char.	1,328,123	1,266,936	1,286,710	1,406,126	1,486,978	1,617,892
Mobile & Ohio.....	3,711,892	3,492,324	3,260,901	3,331,017	3,341,584	3,506,238
Nash. Chat. & St. L.	5,009,913	4,871,863	4,623,908	4,727,479	5,156,574	4,739,443
Norfolk & West.....	11,009,100	9,607,306	10,340,452	10,032,617	9,952,882	9,188,043
South'n Railway.....	18,573,123	18,818,529	18,018,552	18,279,413	19,360,575	21,118,016
Total.....	72,994,576	70,146,677	68,469,337	70,662,376	73,089,105	72,765,960

^b Including Scioto Valley & New England and Shenandoah Valley for all the years.

In the case of the Southwestern roads, the showing is much less favorable, both as compared with 1895 and still more so as compared with the earlier years.

EARNINGS OF SOUTHWESTERN GROUP.

Year.	1896.	1895.	1894.	1893.	1892.	1891.
Den. & Rio Gr.	7,221,114	7,276,368	6,770,116	7,731,910	9,231,739	8,484,408
Int. & Gt. No. 2	43,523,284	43,274,210	43,900,368	4,088,030	4,195,895	4,098,702
K.C.F.S. & M.†	4,134,730	4,476,949	4,768,224	5,237,681	5,195,856	5,282,456
Mo. K. & Tex.	11,746,244	11,060,126	10,502,588	10,370,325	9,838,075	9,731,129
Mo. P. & R. Mt.	22,708,000	23,293,477	22,532,634	24,989,538	27,684,662	25,880,819
St. Jos. & Gr. L.	825,108	880,490	887,007	1,106,118	1,260,699	983,063
St. L. Southw.	4,867,513	5,056,484	4,854,564	5,008,356	4,616,616	4,565,796
Texas & Pac.	6,798,785	7,015,307	7,353,013	7,334,294	6,987,701	7,236,462
Total.....	62,238,571	62,146,438	61,448,558	65,987,052	69,160,045	66,253,428

^a Includes the Kansas City Clinton & Springfield and the Current River for all the years.

[†] Galveston Houston & Henderson not included for 1896 and 1895.

On the trunk lines the great depression that has existed in our manufacturing industries and the large falling off in merchandise imports, which these roads distribute, is reflected in earnings for 1896 smaller not only than those for 1895 but smaller also than for the previous four years with one exception.

EARNINGS OF TRUNK LINES.

Year.	1896.	1895.	1894.	1893.	1892.	1891.
B. & O. S. W.	6,157,467	6,448,054	6,932,518	6,672,845	7,244,397	2,560,594
Oh. & Miss.	1,808,822	1,976,705	12,918,141	13,789,665	14,594,075	13,991,932
G.T. & Can.	18,469,570	17,754,783	17,762,860	19,769,190	19,606,874	19,093,180
Ch. & G.T.	3,136,917	2,796,178	2,731,749	4,181,733	3,764,170	3,717,062
D. & H. M.	959,393	1,001,091	1,012,594	1,112,722	1,228,414	1,105,665
L.S. & M. S.	20,05,932	21,016,035	19,557,870	23,693,932	22,415,382	21,431,367
M.C. & Can. S.	13,818,000	13,561,000	12,584,013	16,118,031	15,909,393	15,163,900
N.Y.C. & H.†	41,076,028	44,338,389	41,797,494	40,710,575	45,590,888	44,264,002
Wabash.....	11,963,500	12,650,904	11,822,173	13,750,158	14,168,446	13,951,139
Total.....	131,780,640	132,833,919	130,249,418	145,850,915	144,393,154	139,525,421

^a Fourth week of December not reported; taken same as last year.

[†] Includes Kansas Waterworks & Ogdensburg for all the years.

The other roads in the Middle and Middle Western States have been subject to much the same conditions as the trunk lines, but here the comparisons are a little better, as will appear by the following.

EARNINGS OF MIDDLE AND MIDDLE WESTERN ROADS.

Year.	1896.	1895.	1894.	1893.	1892.	1891.
Buff. Roch. & Pitt.	3,309,534	3,663,142	2,733,211	3,399,157	3,204,225	2,909,383
Chicago & East. Ill.	3,862,132	3,573,788	3,424,339	4,187,830	4,168,632	3,634,163
Chic. & West. Mich.	1,629,041	1,714,125	1,566,514	1,992,710	2,032,546	1,757,580
Col. H. V. & Tol.	2,430,924	2,654,482	2,688,710	3,270,369	3,312,659	3,293,925
Det. Lansing & No.	1,165,495	1,137,750	1,068,723	1,205,093	1,285,572	1,254,100
Evansv. & Terre H.	1,656,615	1,695,961	1,048,562	1,308,932	1,800,195	1,812,758
Flint & P. Marq.	2,087,083	2,505,704	2,462,928	2,392,726	2,729,338	2,900,634
Gr. Rap. & Ind.	2,454,427	2,692,841	2,464,958	2,807,288	2,853,675	2,072,681
Illinois Central.....	21,857,914	21,814,347	19,656,220	23,594,944	20,812,369	20,172,531
Lake Erie & West.	3,343,164	3,510,104	3,345,403	3,512,621	3,558,482	3,273,355
Lone Island.....	3,955,089	4,034,584	4,081,190	4,290,440	4,570,584	4,108,096
Lon. Evans. & St. L.	4,380,901	4,565,434	4,404,348	4,955,860	4,454,150	4,509,540
N. Y. Out. & West'n	3,459,001	3,720,183	3,377,112	3,901,140	3,473,781	3,085,787
Pittsb'g & West'n	2,622,866	2,692,463	2,631,728	2,613,629	2,868,479	2,948,366
Tol. & Ohio Cent.	1,792,591	1,829,477	1,863,328	1,952,022	2,000,723	1,952,504
Tol. Peo. & West.	944,146	901,277	897,621	975,459	988,698	988,698
Tol. St. L. & K. C.	2,177,210	1,947,247	1,659,635	1,704,316	2,228,593	1,979,074
West. N. Y. & P. C.	3,050,965	3,312,970	3,105,942	3,494,098	3,539,686	3,163,820
Wheel. & L. Erie.	1,310,408	1,563,104	1,245,470	1,531,765	1,452,060	1,303,533
Total.....	65,155,085	67,740,366	60,940,863	70,317,265	67,783,146	64,088,302

these lines in 1896, however, while considerable, is small alongside the losses in previous years.

EARNINGS OF PACIFIC ROADS.

Year.	1890.	1895.	1894.	1893.	1892.	1891.
Canad'n Pacific	20,678,730	18,941,034	18,752,168	20,942,316	21,409,350	20,241,096
North'n Pacific	18,717,816	19,088,446	16,731,822	19,778,546	24,702,400	24,955,463
Rio Gr. West'n.	2,400,842	2,392,424	2,103,650	2,253,973	2,583,341	2,592,512
Total	41,797,434	40,421,102	37,587,640	42,994,835	48,695,151	47,789,071

As already stated, the most general improvement in the late year occurred on Northwestern roads. But even in this instance the aggregates fall much below those for 1893 and 1892.

EARNINGS OF NORTHWESTERN LINES.

Year.	1890.	1895.	1894.	1893.	1892.	1891.
Burl. Ced. R. & No.	4,450,034	4,504,333	3,748,829	4,224,753	4,354,700	3,886,830
Chic. Gt. West.	4,052,032	4,089,672	3,688,011	4,488,766	5,216,240	4,785,480
Chic. Mil. & St. P.	31,352,383	30,608,000	24,473,880	33,890,021	33,349,613	29,890,840
Milwau. & No. 5	1,710,500	1,710,500	1,710,500	1,710,500	1,710,500	1,710,500
Chic. R. I. & Pac.	15,421,695	15,353,825	16,333,555	15,541,523	18,701,050	16,942,487
Duluth S.S. & Atl.	1,904,543	1,811,824	1,670,087	2,065,711	2,321,375	2,139,555
Great Northern	19,632,093	19,126,396	15,167,050	16,096,394	16,174,139	14,778,671
Iowa Central	1,716,741	1,679,702	1,607,377	1,919,916	1,924,300	1,808,900
Minn. & St. Louis	1,902,660	1,964,572	1,777,941	1,785,264	2,022,092	1,822,848
St. Paul & Duluth	1,534,672	1,668,514	1,442,187	1,713,790	2,130,711	1,829,761
Total	82,656,946	79,709,748	73,939,043	85,605,108	87,801,975	78,890,589

With reference to the exhibit for December it will be observed that the comparison of earnings (we are referring now to the country as a whole) is much better than that for November. In the last-mentioned month the decrease was \$4,553,172, or 9.97 per cent; for December it is only \$613,886, or 1.41 per cent. This is the more noteworthy as the grain movement was slightly below that for the corresponding month in 1895, the wheat receipts having been very much less. In cotton the receipts at the Southern outports were 1,185,043 bales against 944,954 bales, while the shipments overland were 227,925 bales against 215,025 bales. One fact should not be overlooked, however; the month contained an extra business day, there having been only four Sundays in December 1896, against five in December 1895. Notwithstanding the small falling off in the aggregate, the losses in nearly all sections outnumber the gains. Here is a list of changes exceeding \$30,000, whether gains or losses.

PRINCIPAL CHANGES IN GROSS EARNINGS IN DECEMBER.

Increases.	Decreases.
Mo. Kans. & Texas	\$187,692
Grand Trunk	111,832
Int. & Gt. Northern	95,954
Mexican National	92,915
Chesapeake & Ohio	86,047
Norfolk & Western	85,032
Louisv. & Nashv.	80,909
St. Jos. & Gr. Island	54,980
Kan. C. Pts. & Gulf	53,995
Mexican Railway	50,626
To. St. L. & Kan. City	49,311
Clev. to Chic. & St. L.	42,183
Oreg. Rv. & Nav.	41,824
Mo. Pacific	35,517
Georgia & Alabama	33,419
Total (representing 16 roads)	\$1,212,698
N. Y. Central	\$342,679
Great Northern	235,944
Chic. Mil. & St. P.	193,776
Southern Railway	158,995
Northern Pacific	128,724
Wabash	104,779
Texas & Pacific	76,737
Illinois Central	70,206
Burl. C. R. & Nor.	61,746
Denver & Rio Grande	57,200
Ch. N. O. & P. P.	44,286
Chic. R. I. & Pac.	40,708
Ohio Southern	37,694
Dul. So. Sh. & Atl.	32,921
Col. Hoek. V. & Tol.	32,277
Elgin Joliet & East.	31,696
Grand Trunk & Ind.	30,999
Iowa Central	30,286
Total (representing 23 roads)	\$1,749,553

GROSS EARNINGS AND MILEAGE IN DECEMBER.

Name of Road.	1896.	1895.	Increase or Decrease.	1896.	1895.
Alabama Gr. South'n.	\$1,381	\$79,378	-17,997	310	310
Ala. N. O. & Tex. & Pac.	133,066	159,302	-26,236	195	195
Ala. & Vicksb.	74,947	67,287	+7,660	142	142
Vicksb. Sh. & Pac.	67,105	62,499	+4,606	189	189
Atlantic & Davville	42,749	46,984	-4,235	278	278
Atlantic & Pacific	30,372	297,95	+11,777	831	831
Balt. & Ohio Southw.	36,400	37,500	-1,100	88	88
Birm'ham & Atlantic	556,125	545,637	+10,488	921	921
Buff. Roch. & Pittsb.	257,133	264,598	-7,465	340	340
Burl. Ced. R. & No.	382,439	444,185	-61,746	1,136	1,136
Canadian Pacific	1,923,006	1,924,616	-1,616	6,444	6,391
Chesapeake & Ohio	1,015,924	929,617	+86,307	1,360	1,360
Chic. & East Illinois	388,48	365,457	+23,029	521	521
Chic. Great Western	379,952	380,248	-296	928	928
Chic. Mil. & St. Paul	2,570,877	2,764,653	-193,776	6,151	6,168
Chic. Peo. & St. Louis	78,731	84,196	-10,465	222	222

Name of Road.	1896.	1895.	Increase or Decrease.	1896.	1895.
Chic. R. Isl. & Pac.	1,237,136	1,277,844	-40,708	3,571	3,571
Chic. & West Mich.	110,448	116,306	-5,856	576	576
Cin. Georg. & Ports.	4,771	5,431	-660	42	42
Chic. Jack. & Mack.	62,336	59,836	+2,500	349	349
Cin. N. O. & Tex. Pac.	303,619	317,915	-14,286	346	336
Cin. N. O. Ports'n'th & Va.	21,420	22,454	-1,034	111	111
Clev. Canton & So.	5,114	54,898	-2,784	210	210
Clev. Cin. Ch. & St. L.	1,201,608	1,159,425	+42,183	1,838	1,838
Clev. Lorain & Wheel.	84,997	110,160	-25,263	192	192
Colorado Midland	140,952	144,969	-4,017	350	350
Col. Hoek. Val. & Tol.	205,931	234,208	-32,277	348	329
Col. Sank'y. & Hoek.	62,621	61,188	+1,433	273	273
Colusa & Lake	1,600	1,000	+600	22	22
Deny. & Rio Grande	550,300	607,500	-57,200	1,668	1,668
D. Moines No. & West.	31,887	35,874	-3,987	150	150
D. Moines & Kan. C.	6,792	5,565	+1,227	112	112
Det. Lans'g & North.	101,367	80,486	+20,881	334	334
Dul. So. Shore & Atl.	114,143	147,064	-32,921	584	587
Elgin Joliet & East.	82,850	114,546	-31,696	189	189
Evanov. & Indianap.	23,126	26,972	-3,846	156	156
Evanov. & Rich'm'd.	4,207	7,102	-2,895	102	102
Evanov. & T. Haute.	94,272	102,848	-8,576	167	167
Flint & Pere Marq.	228,207	209,192	+19,015	654	637
Fla. Cent. & Penin.	172,870	154,686	+18,184	940	940
Fl. North & D. City.	93,821	101,761	-7,940	469	469
Ft. Worth & Rio Gr.	39,074	50,707	-11,629	146	146
Gadsden & Atl. Un.	866	945	-79	11	11
Georgia.	148,944	157,759	-8,915	307	307
Georgia & Alabama.	84,174	50,755	+33,419	362	285
Gr. South. & Florida	77,163	79,261	-2,098	285	285
Gr. Rapids & Indiana	139,381	167,437	-28,056	436	436
Cin. Rich. & Ft. W.	31,485	35,418	-3,933	86	86
Traverse City	2,330	3,197	-867	26	26
Musk. Gr. R. & Ind.	10,506	8,649	+1,857	37	37
Gr Trunk of Canada	1,544,356	1,432,534	+111,822	3,512	3,512
Chic. & Gr. Trunk	18,536	177,437	-158,901	335	335
Det. Gr. Hav. & Mil.	54,048	49,702	+4,346	189	189
Cin. Sag. & Mack.	6,968	8,273	-1,305	53	53
Tol. Sag. & Musk.*	4,668	3,302	+1,366	117	117
St. No. - S. P. M. & M.	1,273,469	1,492,513	-219,044	3,720	3,720
Eastern of Minn.	137,640	181,997	-44,358	72	72
Montana Central	166,251	189,723	-23,472	258	258
Gulf Beaum't & K. C.	10,031	7,201	+2,830	65	65
Ill. & Chicago	5,128	4,932	+196	62	62
Illino. Cent.	2,135,946	2,206,152	-70,206	3,127	3,127
Ind. Dec. & Western	29,498	32,479	-3,381	152	152
Internat'l. & Gt. No.	421,141	325,187	+95,954	775	775
Interceanic (Mex.)	178,244	155,369	+22,875	531	531
Iowa Central	129,971	160,257	-30,286	609	609
Iron Railway	4,268	4,405	-137	20	20
Kanawha & Mich.	43,262	37,112	+6,150	173	173
Kan. C. Pts. & Mem.	118,682	127,330	-8,648	276	276
Kan. C. Mem. & Bir.	118,682	127,330	-8,648	276	276
Kan. City & N.W.	43,033	29,860	+13,173	153	153
Kan. C. & Beatrice	768	370	+398	21	21
Kan. C. Pittsb. & Gulf	100,196	47,111	+53,085	523	230
Kan. City Sub Belt	29,240	20,829	+8,411	35	35
Keokuk & Western	21,847	23,387	-1,540	148	148
Lake Erie & W. & M.	5,320	5,285	+35	61	61
Lake Erie & Western	287,982	310,720	-22,738	725	725
Lehigh & Hud. River	32,878	34,322	-1,444	90	90
Long Island	242,629	251,596	-8,967	378	378
Louisv. Evans. & St. L.	112,008	122,315	-10,307	372	372
Louisv. Hend. & St. L.	38,914	40,036	-1,122	166	166
Louisv. & Nashville	1,938,765	1,757,958	+180,807	2,974	2,965
Mackinac & Birm'ham	5,572	6,189	-617	97	97
Manistowish	5,586	3,915	+1,671	44	44
Memp. & Charlesto	147,084	151,954	-4,870	330	330
Mexican Central	1,010,903	899,976	+110,927	1,880	1,880
Mexican National	489,496	396,551	+92,945	1,219	1,219
Mexican Railway	286,956	236,330	+50,626	321	321
Mexican Southern	31,979	27,743	+4,236	227	227
Minn. & St. Louis	162,847	149,449	+13,398	370	370
Mo. Kans. & Texas	286,816	268,344	+18,472	1,168	1,168
Mo. Kans. & Tex. via	1,141,066	953,374	+187,692	2,197	2,060
Mo. Pac. & Iron Mt.	2,082,000	2,055,925	+26,075	4,936	4,990
Central Branch	83,000	73,558	+9,442	388	388
Mobile & Birm'gham	37,169	34,158	+3,011	149	149
Mobile & Ohio	368,291	371,858	-3,567	687	687
Nash. Chat. & St. L.	433,899	458,291	-24,392	692	692
Nash. Chat. & St. L.	3,628,168	4,029,847	-382,679	2,395	2,395
N. Y. Cent. & Hud. Riv.	270,803	298,211	-27,408	477	477
Norfolk & Western	911,555	825,473	+86,082	1,570	1,570
Northern Pacific	1,389,675	1,496,399	-106,724	4,497	4,497
Ohio River	72,853	80,703	-7,850	215	215
Ohio River & Char.	16,125	19,373	-3,248	207	207
Ohio Southern	40,709	78,403	-37,694	226	226
Oregan Rv. & Nav.	401,161	359,337	+41,824	331	331
Pac. & St. P. & N.W.	105,983	99,272	+6,711	1,059	1,059
Pittsb. Lib. & West.	3,991	3,860	+131	25	25
Pittsb. Shen. & L. E.	48,830	55,937	-7,107	183	183
Pittsb. & Western	127,476	131,367	-3,891	227	227
Pittsb. Clev. & Tol.	54,232	69,882	-15,650	77	77
Pittsb. Fair.	17,965	22,292	-4,327	61	61
Quin. Omaha & K. C.	25,482	22,194	+3,288	139	139
Rio Grande South'n.	31,811	46,921	-15,110	180	180
Rio Grande Western	201,440	182,200	+19,240	520	520
St. Jos. & Gr. Island	114,173	60,993	+53,180	445	445
St. L. Chic. & St. Paul	25,500	20,563	+4,937	119	119
St. L. Kennett & So.	6,520	5,328	+1,192	20	20
St. Louis Southw. & N.	528,000	510,026	+17,974	1,223	1,223
St. Paul & Duluth	105,222	111,846	-6,624	248	248
St. Paul & Northern P.	51,181	51,623	-442	105	105
Shreve. Shreve. & South.	42,102	37,469	+4,633	155	155
Silverton	3,554	12,471	-8,917	20	20
So. Haven & East'n.	1,923	1,179	+744	37	37
Southern Railway	1,677,576	1,936,571	-258,995	4,803	4,597
Texas Central	32,037	41,313	-9,276	176	176
Texas & Pacific	796,949	873,686	-76,737	1,499	1,499
Tol. & Ohio Central	155,189	153,630	+1,559	371	367
Tol. Peoria & East'n.	77,685	85,433	-7,748	248	248
St. L. & K. City	191,242	141,931	+49,311	451	451
Yabash.	965,373	1,070,152	-104,779	1,936	1,935
West N. Y. & Penn.	249,200	251,535	-2,335	651	651
West Va. Cen. & Pitts.	92,547	96,100	-3,553	162	162
Wheel. & Lake Erie.	107,634	125,533	-17,899	248	248
Wisconsin Central	3,438,111	288,575	+14,806	894	894
Trigates & Ton.	8,213	8,406	-193	22	22
Total (135 roads).	42,393,334	43,507,220	-613,886	97,233	96,440

GROSS EARNINGS FROM JANUARY 1 TO DECEMBER 31

Name of Road.	1896.	1895.	Increase.	Decrease.
Alabama Gt. Southern.	\$ 1,528,128	\$ 1,651,235	.....	123,107
Ala. N. O. & Tex. Pac.	1,325,058	1,339,612	.....	74,554
N. O. & Northeast'n.	608,833	533,564	.....	49,916
Alabama & Vicksburg.	576,723	543,564	.....	33,159
Vicksburg Sh. & Pac.	1,16,426	1,108,235	.....	54,191
Ann Arbor.	541,145	555,538	.....	14,393
Atlantic & Danville.	3,525,439	3,569,052	.....	43,616
Balt. Ches. & Atlantic.	486,769	503,379	.....	16,610
Balt. & O. Southwest.	6,157,467	6,448,054	.....	290,587
Birmingham & Atlantic	23,077	23,109	.....	668
Buff. Roch. & Pittsburgh.	3,349,534	3,059,142	.....	286,392
Burl. Ced. Rap. & No.	4,450,034	4,504,338	.....	54,299
Canadian Pacific.	20,678,766	18,941,036	.....	1,737,650
Chesapeake & Ohio.	10,372,298	9,798,324	.....	573,974
Chic. & East'n Illinois.	3,62,132	3,473,788	.....	11,656
Chic. Great Western.	4,632,032	4,039,572	.....	562,460
Cleveland Canton & So.	31,352,833	30,604,000	.....	744,388
Chic. Peo. & St. Paul.	94,023	935,788	.....	44,703
Chic. Rock Isl. & Pac.	15,421,698	15,533,825	.....	67,873
Chic. & West Michigan.	1,629,041	1,714,126	.....	85,089
Cin. Georg. & Portsm'th	61,064	66,222	.....	5,164
Cin. Jackson & Mack.	76,356	636,244	.....	70,112
Cin. N. O. & Texas Pac.	3,371,197	3,717,901	.....	348,704
Cinn. Ports. & Virginia.	272,597	275,630	.....	6,033
Cleveland Canton & So.	13,006,622	13,976,000	.....	26,202
Clev. Cin. Chic. & St. L.	1,284,822	1,165,537	.....	968,083
Cleve. Lorain & Wheel.	1,823,816	1,746,013	.....	180,715
Colorado Midland.	2,480,924	2,654,492	.....	173,559
Col. Hoek. Val. & Tol.	80,808	872,549	.....	65,741
Col. San'ky & Hoeking.	19,591	18,277	.....	1,314
Columbia & Lake.	7,221,114	7,276,588	.....	55,254
Danv. & Rio Grande.	441,480	380,366	.....	61,114
Des Moines No. & West.	112,881	95,808	.....	17,073
Des Moines & Kan. City.	1,165,493	1,139,750	.....	25,743
Det. Lansing & North'n.	1,904,543	1,11,821	.....	92,719
Del. So. Shore & Atl.	1,278,103	1,172,075	.....	106,025
Elgin Joliet & East.	286,529	302,309	.....	15,780
Evansv. & Indianapolis.	113,533	111,868	.....	1,665
Evansv. & Richmond.	1,066,615	1,095,961	.....	39,346
Evansv. & Terre Haute.	2,507,704	2,505,704	.....	18,379
Flint & Pere Marquette.	2,002,885	1,898,464	.....	104,421
Fla. Cent. & Peninsular.	1,004,604	1,088,702	.....	82,098
Ft. Worth & Den. City.	336,511	412,091	.....	75,580
Ft. Worth & Rio Gr'de.	10,604	9,327	.....	1,277
Gadsden & Atlanta Un.	1,558,575	1,357,760	.....	201,115
Georgia.	866,872	495,417	.....	370,655
Georgia & Alabama.	882,779	830,384	.....	52,395
Gr. Rapids & Indiana.	1,895,186	2,074,842	.....	179,656
Cin. Rich. & Ft. Wayne.	593,041	447,605	.....	54,584
Traverse City.	44,283	43,986	.....	297
Mus. Gr. R. & Ind.	121,917	116,401	.....	5,516
Gr. Trunk of Canada.	18,469,879	17,754,633	.....	715,216
Chic. & Gr. Trunk.	3,047,972	2,707,233	.....	340,739
Det. Gr. H. & Milw.	929,261	976,459	.....	47,198
Great Nor. St. P. M. & M.	15,771,831	14,859,325	.....	911,533
Eastern of Minnesota.	1,673,743	1,673,382	.....	361
Montana Central.	1,928,489	1,560,676	.....	367,813
Gulf Beaumont & Chic.	97,315	74,037	.....	23,278
Gulf & Chicago.	47,860	46,851	.....	1,009
Illinois Central.	21,897,914	21,814,347	.....	43,567
Indiana Dec. & West.	445,294	463,424	.....	18,130
Int. & Great Northern.	3,522,384	3,276,229	.....	246,155
Intercoastal (Mex.).	2,290,321	2,240,067	.....	50,254
Iowa Central.	1,767,741	1,678,707	.....	89,034
Iron Railway.	44,148	49,443	.....	5,295
Kanawha & Michigan.	461,559	455,390	.....	5,969
Kansas C. Ft. S. & Mem.	4,434,720	4,476,949	.....	42,229
Kan. City Mem. & Bir.	1,188,873	1,124,437	.....	64,436
Kansas City & N. W.	266,604	252,575	.....	14,029
Kan. City & Beatrice.	1,932,993	1,935,444	.....	2,451
Kan. City Pitts. & Gulf.	809,021	529,335	.....	279,686
Kansas City Sub. Belt.	340,560	277,769	.....	62,791
Keokuk & Western.	381,822	368,937	.....	12,885
L. Erie Alliance & So.	60,954	81,505	.....	20,551
Lake Erie & Western.	3,343,144	3,519,104	.....	175,940
Lake Shore & Mich. So.	20,205,932	21,016,035	.....	810,103
Lehigh & Hudson River	394,779	433,493	.....	39,704
Long Island.	3,935,059	4,043,584	.....	108,525
Louisv. Evansv. & St. L.	1,415,293	1,408,434	.....	16,854
Louisv. Hend. & St. L.	455,592	444,585	.....	11,007
Louisville & Nashville.	20,247,340	19,899,188	.....	438,142
Macon & Birmingham.	62,135	72,035	.....	9,900
Manistique.	116,225	117,223	.....	1,003
Memphis & Charleston.	1,328,163	1,266,937	.....	61,227
Mexican Central.	10,203,007	9,484,247	.....	708,760
Mexican National.	5,215,293	4,634,324	.....	780,969
Mexican Railway.	3,297,022	3,180,396	.....	116,626
Mexican Southern.	530,960	470,816	.....	60,144
Mich. Cent. & Can. So.	13,918,000	13,651,000	.....	187,000
Minneapolis & St. Louis	1,992,950	1,964,572	.....	28,278
Min. St. P. & S. Ste. M.	3,679,814	3,182,884	.....	546,930
Missouri K. & Tex. Sys.	11,746,244	11,080,135	.....	686,108
Mo. Pacific & Iron Mt.	22,012,000	22,672,004	.....	660,004
Central Branch.	781,000	621,473	.....	159,527
Mobile & Birmingham.	338,759	295,583	.....	43,071
Mobile & Ohio.	3,711,892	3,492,324	.....	219,568
Nash. Chatt. & St. L.	5,004,913	4,871,863	.....	133,050
N. Y. Cent. & Hud. Riv.	44,075,028	44,338,889	.....	263,861
N. Y. Ontario & West'n.	3,50,901	3,726,143	.....	124,715
Norfolk & Western.	11,000,400	9,607,308	.....	1,402,094
Northern Pacific.	18,716,816	19,068,646	.....	370,830
Ohio River.	985,636	885,271	.....	75,365
Ohio River & Charleston	186,855	186,814	.....	37
Ohio Southern.	686,336	774,512	.....	88,176
Peoria Dec. & Evansv.	885,370	926,777	.....	41,407
Pitts. Lib. & West.	43,676	44,814	.....	1,138
Pitts. Shen. & L. Erie.	632,349	621,217	.....	11,132
Pittsburg & Western.	1,554,946	1,708,231	.....	49,285
Pitts. Cleve. & St. L.	1,554,946	1,566,534	.....	155,033
Pitts. Paines. & F.P.	380,012	348,59	.....	31,121
Quincy Omaha & K. C.	294,711	260,190	.....	34,521
Rio Grande Southern.	447,396	453,312	.....	5,916
Rio Grande Western.	2,400,892	2,392,420	.....	8,472
St. Jos. & Grand Island.	555,146	689,490	.....	185,611
St. Louis Chic. & St. Paul	297,847	276,691	.....	21,156
St. Louis Southwestern.	4,907,518	5,056,434	.....	148,906
St. Paul & Duluth.	1,566,534	1,566,534	.....	33,962
San Fran. & No. Pacific.	744,691	811,704	.....	67,030
Sherman Shreve. & So.	314,943	355,335	.....	40,392
South Haven & East'n	27,787	19,644	.....	8,143
Southern Railway.	18,573,122	18,818,529	.....	245,407
Texas Central.	292,422	316,583	.....	24,361
Texas & Pacific.	6,798,788	7,015,307	.....	216,522

Name of Road.	1896.	1895.	Increase.	Decrease.
Toledo & Ohio Central.	\$ 1,792,591	\$ 1,838,777	.....	44,186
Toledo Peoria & West'n.	944,146	991,200	.....	47,124
Vol. St. L. & Kan. City.	2,177,211	1,847,24	.....	329,963
Wash. & Pa.	11,948,902	12,650,904	.....	697,002
West. Y. & Pa.	3,059,768	3,122,971	.....	15,311
Wheeling & Lake Erie.	1,310,498	1,345,19	.....	54,696
Wisconsin Central.	4,256,781	4,573,42	.....	117,143
Wrightsv. & Tenn.	92,964	85,728	.....	7,236
Total (132 roads).	523,269,279	516,039,316	.....	7,229,969
Net Increase.			.....

* For three weeks only in December.

† Includes St. Louis Alton & Terre Haute for 1896 and 1895.

‡ To December 26.

ROADS REPORTING FOR ELEVEN MONTHS.

Jan. 1 to Nov. 30.	1896.	1895.	Increase.	Decrease.
	\$	\$	\$	\$
Adirondack.....	178,817	180,463		1,645
Alabama Midland.....	521,387	44,687	77,678	
Allegheny Valley.....	2,142,287	2,355,637		21,350
Arkansas Midland.....	75,900	84,015		8,115
Atch. Top. & Santa Fe.....	26,925,391	26,096,111	829,80	
Atlanta & West Point.....	426,601	382,444	43,97	
Augusta Southern.....	64,371	45,536	18,780	
Bangor & Aroostook.....	658,828	674,41		17,572
Beth & Hammondport.....	35,575	32,235	3,34	
Brunswick & Western.....	503,365	424,977	73,38	
Huffalo & Susquehanna.....	493,039	39,445	99,40	
Carolina Midland.....	55,360	46,458	8,902	
Central of Georgia.....	4,685,004	4,566,675	98,329	
Central of New Jersey.....	11,634,355	12,045,474		411,119
Charleston Cl. & Sut.....	46,195	39,855	6,344	
Charleston & S. V.....	466,226	4,985,96	26,367	
Chicago Burl. & Quin.....	31,721,403	30,736,470	484,933	
Chicago & North West.....	29,730,718	28,888,438	842,106	
Chicago & North Pac.....	744,400	702,749	41,655	
Chicago St. P. M. & O.....	7,496,239	6,849,641	646,599	
Crystal.....	9,735	7,461	2,274	
Cumberland Valley.....	695,267	710,691		14,323
Detroit & Mackinac.....	376,853	336,346	40,507	
Erie.....	23,563,958	23,115,395	448,563	
Eureka Springs.....	50,988	53,986		2,998
Hickburg.....	6,743,617	6,783,363		39,746
Honolulu Tunnel & W.....	41,554	43,037		1,483
Ind. Ills. & Iowa.....	682,077	699,70		17,623
Jacksonv. Tan. & K. W.....	280,107	331,843		71,736
Lehigh Valley.....	19,514,680	18,564,484	950,200	
Lexington & Eastern.....	168,080	175,471		9,391
Los Angeles Terminal.....	85,177	137,593		52,416
Mexican Intern'l.....	2,667,097	2,378,669	288,428	
Mexican Southern.....	682,000	624,778	57,222	
Monterey & Mex. Gulf.....	935,180	1,023,373		87,993
N. Y. Susqueh. & West.....	2,067,752	2,068,320		568
Northeastern of Ga.....	52,012	42,483	9,529	
Northern Central.....	5,766,48	5,946,344		180,361
Omaha & Western.....	33,077	26,655	6,422	
Oregon Impt. O.....	2,720,563	2,709,327	11,236	
Pennsylv. East. Lines.....	55,904,272	55,987,71		2,03,900
Peoria & Eastern.....	32,910,300	35,750,004		2,839,706
Petersburg.....	1,553,023	1,520,103		297,080
Philadelphia & Read.....	508,937	494,747	10,190	
Philadelph. & Read.....	16,885,701	17,730,911		845,210
Coal & Iron Co.....	18,938,684	19,918,311		1,061,635
Phil. Read. & N. W. Eng.....	632,292	706,365		74,073
Rich. Fred. & Potomac.....	642,410	671,583		29,173
Rich. & Petersburg.....	318,403	312,955	5,444	
St. Louis & San Fran.....	5,603,338	5,503,946	100,000	
San Ant. & Aran. Pass.....	1,499,017	1,794,088		104,944
Sav. Fla. & Western.....	2,122,588	2,746,248		26,320
Silver Springs O. & Gulf.....	161,229	151,151	10,378	
Southern Pac. (3rd).....	44,342,437	46,090,15		1,747,713
Spokane Falls & North.....	396,551	234,74	142,302	
Stony Cl. & Catk. Mts.....	35,863	41,69		2,57
Summit Branch.....	798,336	968,563		179,729
Lykens V. Iley.....	724,563	605,292	119,281	
Union Pac. (6 roads).....	20,962,943	20,411,753	550,909	
Union Pac. Den. & Gulf.....	2,829,124	2,30,321		1,200
Waco & Northwestern.....	243,153	245,90		2,747
West Va. & Pittsburg.....	326,826	318,757	8,069	
Western of Alabama.....	469,676	431,016	38,660	
Total (73 roads).....	401,090,242	405,143,334	6,208,157	1025,9289
Net decrease (1.00 p. c.).....				4,053,038

from among the most eminent in their several professions. The commission was appointed in 1893 to investigate the following questions:

1. The causes and effects of the recent change of ratio between gold and silver. 2. The effects of the change upon Japan. And, 3. Whether such change necessitates the reform of our present currency system, and, if so, to determine what new standard of currency shall be adopted and how it shall be done.

As these questions covered quite a wide field of inquiry the commission at its first meeting held October 25, 1893, selected a special committee to make preliminary investigations into the first two questions. The special committee thereupon took up the matter and finished its work March, 1895. It agreed generally to the statements contained in chapters I. and II. affixed thereto, but could not come to an understanding upon the questions covered by chapter III. Accordingly the majority and minority of the committee submitted separate reports to the commission.

The currency commission on receipt of this report met on several occasions and unanimously indorsed chapters I. and II. It, however, differed on chapter III., and at last after lengthy discussion adopted the chapter by a majority of 10 against 5.

The commission, excepting one member, was of the opinion that the change of the ratio between gold and silver was so far beneficial to Japan, and that therefore there is for the present no necessity of changing our currency system. However, it differed on the point whether there will possibly in future arise such necessity. Eight took the affirmative, seven the negative. The commission then proceeded to the discussion about the kind of metal to be made the future standard of currency and the method of carrying out the reform. Six out of eight voted for gold and two for bimetalism. The committee, however, could not reach a conclusion about the method of enforcing the new monetary system. Some urged an immediate change, while others preferred to make only necessary preparations for the future. Some proposed to wait an international arrangement, while others wished to establish bimetalism independently of other nations.

CHAPTER I.

THE CAUSES OF THE CHANGE IN THE RATIO BETWEEN GOLD AND SILVER AND ITS GENERAL EFFECT.

SECTION I. During about two hundred years, from 1687 to 1873, the ratio between gold and silver did not change very much, the difference in the London market having been between 14:1 to 16:25 to 1 per ounce. The rate, however, in March, 1891, was 34:61 to 1. The ratio in Japan differed independently from other countries during her ages of seclusion. Still we come to recognize lately a marked change in our country in the ratio of the two metals.

(Here follow tables to verify the statement. The same is the case at the end of each following section, paragraph, article, etc.)

SEC. II. In China, India and other silver countries the price of silver has changed only slightly as against commodities, with the exception of some tendency in late years to fall even against commodities. But according to the investigations made as to the prices of commodities in England, the United States, France, Germany, etc., gold has advanced remarkably as against commodities.

SEC. III. The following are the principal causes of the change in the ratio of gold and silver:

(1) Increase in production of silver.—Silver was produced in nearly the same quantities until about 1840. But its production for ten years after 1841 averaged 25,000,000 ounces a year, and it has increased so much ever since that notwithstanding the continuous fall of silver after 1873 its production in 1892 was four and a-half times the average amount for five years after 1851. The enormous amount of 128,000,000 yen of silver which Germany is ready at any time to put on the market has the same effect upon the price of the metal as its increased production.

(2) Reduction in cost of production of silver.—It is very hard to find out the comparative cost of production of silver in different ages on account of the difficulty we have in procuring reliable information and in ascertaining the expenses of reducing different ores. Professor Austin estimates it at 2½d. per ounce, while others estimate it at 24d. There is no doubt, however, that the cost has been decreased very much with the progress of the arts of metallurgy and mining and the development of communication. In Japan the decrease in cost of production from 1882 to 1891 is about 4 sen and 1 rin per momme.

(3) Demand for silver as money does not increase in proportion to the increase of its production.—In 1873 Germany and the Scandinavian Kingdom adopted the gold standard. In 1874 the Latin Union restricted for three years the coinage of silver except for subsidiary coin. In 1875 the Netherlands adopted the gold standard. In 1878 the Latin Union abrogated bimetalism and agreed not to coin silver except for subsidiary coin. In 1879 Austria closed her mint to free coinage and in 1892 adopted the gold standard. For twenty years preceding 1870 the amount of silver coined in these countries exceeded the production, but for twenty-two years after the change of monetary systems in these countries since 1872 the total amount of silver coined was far less than the production. Especially has this been the case since June, 1893. India has closed her mints to free coinage and an annual absorption of 26,140,000 ounces of silver as her

currency since 1875 has been stopped. The absorption of 54,000,000 ounces of silver into the United States Treasury was stopped since October of the same year by the repeal of the so-called Sherman act. Russia has in the same year refused to coin the people's silver in her mints. In July of the same year she prohibited the import into her Central Asiatic regions of all foreign silver coins except Chinese coin called Kwan Hsui Yuan Pao, and later also the import of foreign silver coins in her maritime territories.

(4) Decrease in demand for silver as articles of art.—Lately silver and all silver wares are not liked so much as gold. The duties to be paid in gold upon silver wares being naturally heavy in proportion to the prices of the wares, it has to some extent disturbed the growth of the demand for silver wares. We notice that the consumption of silver for art has in spite of the fall of its price decreased instead of increasing in proportion to the production.

(5) The total amount of silver to be affected in price by the increase or decrease of supply and demand is small in proportion to the increase of its supply.—More than half of silver coins being of a representative character they are higher in price than their face value. Silver used in the arts being also higher in price than its actual value it does not appear in the market even if silver appreciates more or less, and it lies entirely beyond the influence of supply and demand. The only part of this metal which is affected by supply and demand are unworked silver and silver coins having a real price. Therefore the production of silver in enormous quantities must affect very much the price of silver belonging to these classes.

(6) The proportion of increase in production of gold is less than that of increase in silver.—Gold was produced in comparatively small quantities until 1840. The production then began to increase until the average amount of production for five years after 1851, upon the discovery of rich mines in California and Australia, became over three and a-half times more than the average for ten years before 1851. The increase has, however, not been so steady after that, and the amount of production in 1893 is only about one a-half per cent more than the average amount for five years after 1851. Silver on the other hand has, as was seen, multiplied four and a-half times.

(7) Increase in demand for gold as money.—The demand for gold as money increased since 1873, as the necessary consequence of the monetary reforms adopted in Germany and other European countries. The amount of gold coined during twenty years preceding 1870 exceeded its production for the same period by 14,000,000 ounces, while during twenty-two years since 1871 the excess amounted to 39,000,000 ounces.

(8) Increase in demand for gold as articles of art.—We notice in Europe, and especially in the United States, the increase of demand for gold for use in the arts.

(9) Growing tendency to accumulate gold.—We notice the fact that several governments, nations, and especially banks, are hoarding gold. This is due to the general tendency to value this metal more highly, and also to the convenience and security with which it can be kept.

SEC. IV. The effects of the change of ratio between gold and silver.

PART I.

EFFECTS UPON SILVER COUNTRIES.

ARTICLE 1. Increase of exports.—There is no question that the change of ratio between gold and silver stimulates exports. This is due first to the fact that the prices of commodities in silver countries being practically low as against those in gold countries, the former have great advantage over the latter with respect to export. Besides silver countries have an advantage in competing with gold countries in the same articles made in both countries.

ART. 2. Rise in prices of commodities.—As has been seen, gold has not only appreciated very much as against prices of commodities, but also against silver, while silver has not depreciated much as against commodities. However if the demand for silver shall become less in the future and its price decline more, the prices of commodities will rise. This rise will be enhanced by the increase of money consequent upon the increase of exports from silver countries.

ART. 3. Light burden of debtors and taxpayers.—It is quite an advantage to everybody to borrow money and pay it after a decline. The borrower, as a matter of fact, gets money having more purchasing power and pays in money with less purchasing power.

ART. 4. Good condition of agriculture.—The change in the ratio of the two metals causes the rise in prices of agricultural products. Farmers can get more income and pay taxes easier than before. Besides the lightening of their burden and the rise in price of their farms induce them to make improvements and encourage them to wider cultivation.

ART. 5. Development of commerce and industry.—The increase of exports and the inducement offered to merchants to purchase, and manufacturers to make more, by reason of the rise in prices of commodities lead to general prosperity in commerce and industry. We notice this feature in India, especially in the growth of her cotton mills, before the change of her monetary system. As regards China, we have no reliable statistics, but her industry has, we have no doubt, greatly developed lately.

ART. 6. Increase in revenue from taxes and other sources.—The tax upon consumption, the income tax and other

revenues, such as from posts, telegraphs and railroads, increase with the increase of production and the prosperity of commerce and industry. We notice this fact in India before the change of her monetary system, in Austria, Russia and Mexico.

ART. 7. Increase in demand for labor.

ART. 8. Increase of national expenditure.—The rise in prices of commodities necessitates the increase of the government funds for purchasing several articles, and the appreciation of gold demands similar increase in government funds for maintaining their offices in gold countries and for payment of their debt abroad. This is especially the case with India, which has to pay large amounts in pounds sterling annually to England.

ART. 9. Distress of those who receive fixed wages.—This is naturally the case when daily expenses increase with the rise in prices of commodities. Wages go up sooner or later; but as they do not go with the same speed as the rise in prices, laborers have to suffer, at least for a time.

ART. 10. The disadvantages to creditors.—This is just the opposite case to that of debtors.

ART. 11. Growth of speculative enterprise.—When prices go high and commerce and industry assume a favorable aspect, business transactions are generally enlarged and new enterprises are contemplated. A reaction must, however, take place and often leads to panic.

ART. 12. Rise in prices of commodities imported from gold countries and decrease in imports.—As long as the prices of commodities in gold countries do not decline as much as the difference of the two metals, silver countries have to pay higher prices for goods imported from gold countries. In other words, the prices of goods from gold countries have so far risen in silver countries. We notice that the change in ratio of gold and silver which has been especially great these two or three years decreased imports from gold countries.

PART II.

EFFECTS UPON GOLD COUNTRIES.

ARTICLE 1. Profits to creditors.—The effect of the change of ratio between gold and silver upon gold countries are just the opposite to those upon silver countries. The price of commodities having fallen, gold has more purchasing power than before. According to the investigations made in gold countries the prices of commodities have fallen from 100 in 1873 to 70 in 1894, so that the purchasing power of money has increased 429 per cent; which is the direct profit to creditors.

ART. 2. Fall in prices of commodities imported from silver countries.—The prices of commodities in silver countries are rising when there are fluctuations in the ratio of gold and silver. But as the prices do not rise so much as the difference of the two metals, they are still to some extent low as against gold. In other words, gold countries can obtain articles cheaper from silver countries.

ART. 3. Decrease of national expenditure.—With the increase of the purchasing power of money the government funds for purchasing articles and for paying debts to silver countries naturally becomes smaller. It has decreased about 429 per cent since 1873.

ART. 4. Depreciation of prices of commodities.—(See Section 2.)

ART. 5. Loss to debtors and taxpayers.—This is necessarily the case when they have to pay their debts with money the purchasing power of which has increased after the debt was incurred.

ART. 6. Depression of commerce and industry.—It is quite natural that commerce and industry should not flourish when prices of commodities decline and debtors and taxpayers are in distress. When prices decline day by day merchants hesitate to purchase and manufacturers to make, and then the general depression follows. This is true in England, where commerce and industry do not prosper and cotton and other industrial business have been retarded. It is also the case in the United States, where a panic occurred in 1893; 640 banks closed during the year, large numbers of factories closed and trade in general was suspended. In Germany, also, the same depression was felt and a silver commission was appointed to investigate this matter.

ART. 7. Decline of rate of interest.—When prices decline and commerce and industry are depressed the apprehension of failures prevents capitalists from investing money in new enterprises. Besides, as capital invested in silver countries will be withdrawn more money will be left unemployed, the demand will decrease and at last the rate of interest will fall.

ART. 8. Distress of farmers.—The income of farmers decreases, and the prices of land fall together with the fall in prices of agricultural products. This distress is, moreover, enlarged by the heavier burden upon the taxpayers.

ART. 9. Decrease in revenue.—The revenue from taxes on consumption, from income tax, from posts, telegraphs and railroads, increases very slightly in comparison with silver countries.

ART. 10. Distress to employers.—This is naturally the case with the employers who have to pay wages and salaries to the employees with money the purchasing power of which has increased. As especially wages do not only fall with the prices of commodities, but generally take the contrary course, employers have to restrict their business. Any attempt on their part to decrease wages will be met with strikes or some other form of opposition.

ART. 11. Decrease in demand of labor.—This is naturally the case with the depression of agriculture, industry and

commerce. Many also go out of employment and paupers and criminals increase accordingly.

ART. 12. Increase of imports from silver countries.—As gold countries can buy goods cheaper from silver countries, their consumption of the products of the latter countries increases and the balance of trade with these countries generally goes against the former. This is to be seen in the trade returns of England, the United States, Germany, France, etc. The capital invested in silver countries from gold countries may to some extent account for this feature, but there is no doubt that the cheap importation from silver countries is one of the causes.

PART III.

EFFECTS UPON THE RELATION OF GOLD AND SILVER COUNTRIES.

ARTICLE 1. Stagnation of trade between gold and silver countries.—This is the necessary consequence of the constant fluctuations in exchange quotations, and it sometimes even stops the trade entirely.

ART. 2. Decrease of capital investment from gold to silver countries.—When the ratio of the two metals is fluctuating, gold capitalists hesitate to invest capital in silver countries, and sometimes even try to withdraw funds already invested. The results are that the field of investment becomes narrow in gold countries, and that the supply of capital becomes less in silver countries.

CHAPTER II.

THE EFFECTS ON THE RECENT CHANGE OF RATIO BETWEEN GOLD AND SILVER UPON JAPAN.

Japan, as all other silver countries, partakes of the same advantages and disadvantages.—Besides the effects mentioned in Articles 1 to 12 in Part I, and Articles 1 and 2 in Part III, of Section 3 of the preceding chapter, respectively, we notice that the prosperous condition of commerce and industry led the people in general to adopt a higher mode of living, even tending to some luxury. Another feature which has not specially been mentioned as an effect upon silver countries in the foregoing paragraphs, and which is very plainly to be seen in Japan, is the growing import of silver. This may be due to the annual increase of exports from our country, but is also due to the fact that Japan is the only country in the East having its mint opened to free coinage. The annual reports of the director of the mint clearly show he increase of requests made to the mint for coining silver.

CHAPTER III.

CONCLUSIONS.

(1) Radical change in the relative prices of gold and silver.—There is no question that there has been an unparalleled change in the relative prices of gold and silver during the last quarter of a century. In 1873 the average price of silver in London was 59½ pence per ounce; that is to say, the ratio of gold and silver was 15.92 to 1; while in March, 1894, silver valued at 27¼ pence, i. e., 34.61 to 1.

It is a necessity of primary importance to study whether the cause of this change lies in the appreciation of gold or in the depreciation of silver, or in the change in the value of both gold and silver. Mere comparison of their relative values is not sufficient for this study. The investigation of prices of commodities both in gold and silver countries must be carefully made.

(2) Gold appreciated more than silver depreciated.—In examining the rise and fall of the prices of commodities, we see that they have fallen considerably in gold countries during the last quarter of a century, while they have not changed very much in silver countries, except as regards some tendency to rise during these last two or three years. There being many causes which affect the prices of commodities, we cannot attribute this rise or fall only to the fluctuations of gold or silver. Yet we may say that the considerable fall of prices of commodities in gold countries in general shows the equally remarkable rise of gold as against silver, while the rather stationary condition of prices of commodities, with some tendency to rise in silver countries, shows that silver has only lately begun to decline as against commodities, however great the decline may be as against gold. We therefore conclude that the considerable fall in prices of commodities in gold countries is mainly due to the rise of gold, and that the small rise in prices of commodities in silver countries mainly to the small depreciation of silver.

Some explain the fall of prices of commodities in gold countries in another way. They say the application of science, the invention of new machinery, the facilities of communication, etc., increased the production by reducing the cost, and thereby caused the fall of prices of commodities. We of course admit that this is true, and is also true with gold as with all articles of commerce. But even supposing that gold was an exception, that its cost of production was not lessened under some counteracting influences, and that gold was not produced in large quantities, we may say that, as a matter of fact, the production of other articles increased before, as it did during, the last quarter of a century, while prices declined, especially during the last 25 years. Moreover, it is also to be seen that prices declined considerably during the last two or three years, while the application of science, etc., did not advance to the same degree at the same time.

For convenience sake, let us compare the period of 30 years from 1851 with another period, from 1871 down to the present (1895). The increase in the supply of gold during the former period, upon the discovery of gold mines in California and Australia, had depreciated gold and caused a rise in

prices in commodities. However, the growth of industry followed this rise in prices of commodities, and the increase of articles consequent upon the growth of industry balanced the increase of money and kept the economic world in harmony. On the contrary, matters progressed entirely differently in the latter period after 1871; the demand for gold increased with the reform of the monetary systems of different countries, gold thereupon appreciated; prices declined, and at last caused the depression in agricultural, industrial and commercial business. But we are in doubt whether production has greatly increased in the latter period over the former.

(3) The chief cause of change in the ratio of gold and silver is the increased demand for gold in several countries. —There are many causes of the radical changes in the ratio between gold and silver. But the most important one is, no doubt, the increase of demand for gold as money. In 1873 Germany adopted the gold standard and absorbed enormous quantities of gold. Other European countries have, in succession, changed their monetary systems and adopted gold as their standard of money. The Powers forming the Latin Union first restricted, and then prohibited entirely, the coinage of silver in order to prevent the influx of this metal. Italy and the United States resumed specie payments. Austria made gold the standard. India changed her monetary system. The United States abolished the silver-purchasing law. It is quite evident that the demand for gold as money has increased as a necessary consequence of these changes. It is also no wonder that people began to respect gold more than ever, to use it more in arts, and then to accumulate it as much as possible. The production of gold was not indeed small, but the increasing demand caused it to appreciate.

Although silver, on the other hand, was rejected by many countries, it seems that its price has not changed as much as that of gold. When, however, we notice the rise of prices of commodities in silver countries, we are compelled to say that silver has even depreciated as against commodities. Silver did not depreciate as much as gold appreciated. Above all, the change in the ratio of gold and silver is due to the appreciation of gold.

(4) The change in the ratio of gold and silver gives advantages to the silver countries and disadvantages to the gold countries. —The price of commodities is the most important factor in the economic world; its rise promotes agriculture, industry and commerce; its fall, the reverse. Every person who holds merchandise hastens to dispose of it, and every person who holds money will hesitate to part with it whenever there is any likelihood of the fall in prices of commodities. The fact is that the merchandise will decline and the money will rise the longer it is kept. Accordingly, the money-owners, creditors and others who have to receive fixed sums of money will gain, and the merchandise holders, debtors, taxpayers and others who have to pay fixed sums of money will lose. The loss thus incurred by the merchants, etc., is the cause of the decline of industry and the depression of the market. The prices of commodities have been falling these 20 years in gold countries, and general complaint has for so long a time been heard, particularly in England. In 1885 the commission on trade depression was formed with the view of ascertaining the exact state of affairs. They discovered the fact of such depression, but in trying to trace up to the cause of depression they found it necessary to investigate also the merits of their monetary system. This work, however, being entirely beyond the sphere of their power they recommended their Government to appoint another commission to investigate into the matter. The recommendation was adopted, and next year (in 1886) the commission on gold and silver was appointed. They agreed that both silver and prices of commodities have declined, but they differed as to its cause, some attributing it to the appreciation of gold, while others to the depreciation of both silver and commodities; some advising the adoption of a gold standard while others of bimetallism. The British Government could under the circumstances find no remedy to apply, and have not therefore up to the present adopted any measure of relief. However, prices have declined more and more, and the depression has extended further and further, until the discussion of monetary reform grew so hot that even some commissioners who had urged the adoption of the gold standard have now changed to bimetallism.

Germany has suffered similar misfortunes. The silver commission appointed last year (1894) have unanimously concluded that the depreciation of silver is injurious both to her home and foreign trade, but that it is impossible for any one Power to maintain the price of this metal. The depression having been so general in all the gold countries they are studying the question with keenest attention. Economists and business men are now gradually inclining to bimetallism, and even those who advocate the gold standard admit that it is necessary to find a wider field for the use of silver.

The state of affairs in silver countries is entirely opposed to that in gold countries. The general tendency toward a rise in the prices of commodities naturally encourages agriculture, industry and commerce, augments exports and even tends to promote the manufacture of many articles that had formerly been imported. In India, before the late monetary reform, there had been great financial difficulty on the part of the Government on account of the fall of sil-

ver, but agriculture, industry and commerce had, on the other hand, been greatly developed.

The greatest injury which falls upon silver countries by reason of this change in ratio of gold and silver is the increase of national expenditure. Such countries as have large amounts of bonds as against gold countries, or which have a large indebtedness to be paid in gold, have to suffer very much by reason of the appreciation of gold. India has accordingly changed her monetary system. So no silver countries on the American continent have suspended the payment of gold bonds. These disadvantages are, however, rather limited only to countries having large indebtedness and do not prevail universally in all silver countries.

It is most convenient for studying the comparative advantages and disadvantages in gold and silver countries to look to the actual state of affairs in a country having both systems. England and India are an example. Both are under the British rule, but as regards the monetary system one different from each other in standard; the change in the ratio of gold and silver affects one country just in the opposite direction to that in which it affects the other. In India export is increased, agriculture and industry developed, the demand for labor multiplied and revenue advanced; while England presents an exactly opposite state of affairs. In England the revenue, which does not decrease much in amount, has as much more purchasing power than before as the fall of the prices of commodities, and it even could produce some surplus. However, the depression of agriculture, industry and commerce is the decay of the source of revenue, and the British Government has naturally to suffer the consequences. The trouble in India is, on the other hand, not on account of her agriculture, industry or commerce, but only with her finances. She has large quantities of bonds and an extraordinary amount of expenditure to be paid in gold to England, while on the other hand silver has been greatly depreciated. To meet this trouble she has at last effected monetary reform, and she will become a pure gold country. She will thereupon be freed from her financial trouble, but she will, like her mother country, suffer from general depression in agriculture, industry and commerce. Some in commenting on this change say that it has already proved to be a failure, while others predict it to be the case. Above all it seems to be pretty certain that the British Government was not even confident of the success of this change, if we see that a Secretary of State has openly declared in the House that the change was rather of an experimental nature.

(5) Our country has made great economic progress. —Although this is due naturally to the intelligence and energy of our nation, the remarkable progress made during these few years must rest greatly upon the change in the ratio of the two metals. One of the most gratifying features of our recent economic progress is the manufacturing of goods formerly imported from abroad and even their export to foreign countries. We have to get a large supply of raw materials for such manufacture, but it is far more profitable to us to buy them than to import manufactured goods. Besides, every facility which Japan has for industrial enterprise and the high prices of imported goods are great inducements to the development of our industry.

The development of our agriculture, industry and commerce presents the most satisfactory condition, as explained in Articles 4 and 5 of Part I, Section III., Chapter I. However, loss follows profit, especially in the affairs of economy. The former resulting in Japan from the change in ratio of gold and silver is not very small as the latter is large. But if we compare the benefits mentioned in Articles 1-7 with the losses in Article 8 et seq. it becomes very plain that we need not be too much afraid of such losses. Some short explanations are given in the following:

(8). Increase of national expenditures. —There is no doubt that this is one of the losses we have to suffer. But fortunately we have not a large debt in foreign bonds nor many government expenses to be paid in gold, and such small losses may be met with rather easily by the increased revenue mentioned under Article 6.

(9). Distress of those who receive fixed wages. —This trouble, however, will be counter balanced by the increased demand for labor consequent upon the growth of business.

(10). Loss of creditors. —This follows naturally the decrease in the purchasing power of money. But when business prospers and transactions increase the demand for capital increases and debts are readily paid, thus balancing the loss above mentioned.

(11). Prevalence of speculative enterprise. —This is generally true both in gold and silver countries when business prospers. To prevent this we have, however, only to rely upon the vigilance of bankers and the economic world in general.

(12). Rise in prices of goods imported from gold countries. —This, however, will be set off by the increase of exports; the high prices of goods practically amounting to the same thing as the imposition of high duties stimulates on the other hand the growth of home industry.

(13). Tendency to luxury. —When business prospers and income increases the mode of living goes higher and even becomes luxurious. But this can be checked only by the moral forces governing society.

(14). The opening of the mint invites the import of silver. —The Commission on Indian Currency has counted this as one of the things resulting from the opening of the mint. We

THE NEW YORK MONEY MARKET FOR FIVE YEARS.

We have compiled in a convenient form, from our own journal and from the books of money brokers, and give on the pages which follow, a comprehensive record of all departments of the New York money market for the last five years. This is the only attempt ever made to preserve that department of business affairs in a shape fitted for ready reference. The publication of the statements in this form was begun by us last year and the comparison was extended back so as to cover a number of past years. We now bring the data down to the end of 1896.

The tables require but little explanation. We begin with the call loan branch of the market, giving the range for each week at the Stock Exchange and the average, and also the minimum for call money at bank and trust companies. Following call loans we give time money, reporting under that head separately transactions at 30 days, 60 days, 90 days, and four, five, six and seven months, all representing choice collateral. Finally, the rates for commercial paper are presented: first, double-name paper divided into choice 60 to 90-day contracts, ordinarily known as bills receivable, and choice 4 months paper, known as commission house acceptances, and then single-name paper, divided into three classes. A complete monthly review of the money market during 1896 was furnished in the CHRONICLE of January 2 1897, pages 9 to 17, but as a matter of convenience we annex here a brief reference to the situation each month.

January—Market still affected by the panic the previous December caused by the Venezuelan incident, but gradually returning to normal conditions. Large return flow of currency from the interior and heavy gain in the money holdings and surplus reserve of the Clearing House banks. **February**—Opening of bids for Government loan. Part of the proceeds of loan left with the banks. Money market not disturbed. **March**—Further payments on bond subscriptions, and money holdings of banks diminishing, but money rates easy. **April**—Resumption of gold exports, but cash holdings of banks again increasing. **May**—Very heavy gold exports, but continued inflow of currency from the interior. Call money at $1\frac{1}{2}$ to 2 per cent. **June**—Final payment on Government loan. Government gold reserve rapidly declining. Flurry in stocks causes a slight stiffening in money. **July**—Nomination of Bryan. Banks replenish Government gold reserve. Syndicate stops gold outflow. **August**—Money market strained. Issue of Clearing House certificates suggested but none made. Gold imports. Commission charged for loans. **September**—Large shipments of currency to interior, but heavy inflow of gold from Europe gives some relief. **October**—Approach of election produces great tension. Money difficult to obtain. Banks place 10 million dollars at disposal of Clearing House Loan Committee to relieve stringency. **November**—Election of McKinley restores normal conditions. Money hoardings released. Gold becomes a drug. **December**—Money holdings of banks increasing, and deposits and loans at highest point of year.

MONEY MARKET AT NEW YORK—RATES IN 1896.

1896.	CALL LOANS.				TIME LOANS.							COMMERCIAL PAPER.					1896.			
	At Stock Exch'ge.		At Banked Trust Co	30 days.	60 days.	90 days.	Four Months.	Five Months.	Six Months.	Seven Months.	Double-name.		Single-names.							
	Range.	Avg.									Choice 60 to 90 days.	Choice Four Months.	Prime Four Months.	Prime Six Months.	Good 4 to 6 Months.					
WEEK Ending	Range.	Avg.	Range.	Range.	Range.	Range.	Range.	Range.	Range.	Range.	Range.	Range.	Range.	Range.	Range.	WEEK Ending				
Jan. 4.	3-35	7	6	Nominally 6 per cent for all dates.							6	6	6	7	6	7	7-9	Jan. 4.		
11.	1-8	5	6-8								6	6	6	6	7	7	7-12	11.		
18.	2-6	4 1/2	6								6	6	6	6	7	7	7-12	18.		
25.	3-1 1/2	4	6								6	6	6	6	7	7	7-12	25.		
Feb. 1.	1-6	4	6								6	6	6	6	7	7	7-12	1.		
8.	2-8	4 1/2	6								6	6	6	6	7	7	7-12	8.		
15.	2-7	4	5-6								6	6	6	6	7	7	7-12	15.		
22.	3-4	3 1/2	4	4	4-5	5 1/2-6	4 1/2-6	4 1/2-6	4 1/2-6	4 1/2-6	6	6	6	6	7	7	7-12	22.		
29.	3-5	3 3/4	4-5	4	4	4 1/2-5	4 1/2-5	4 1/2-5	4 1/2-5	4 1/2-5	5	5	5	5	6	6	6-7	29.		
Mch. 7.	3-4	3 1/2	3 1/2	3	3	3 1/2-4	4	4	4	4	4	4	4	4 1/2	4 1/2-5	5	5	5-6	7.	
14.	3-4 1/2	3 1/4	4	3 1/2	3 1/2	4	4	4	4	4	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2-5	5	5	5-6	14.	
21.	2-4 1/2	3 1/4	4	4	4	4	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2-5	5	5	5-6	21.	
28.	3-3 1/2	3 3/4	3 1/2-4	4	4	4	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2-5	5	5	5-6	28.	
Apr. 4.	2-4 1/2	3 1/2	3 1/2-4	4	4	4	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2-5	5	5	5-6	4.	
11.	3-4	3 3/4	3 1/2	4	4	4	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2-5	5	5	5-6	11.	
18.	2-2 1/2	3	3-3 1/2	4	4	4	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2-5	5	5	5-6	18.	
25.	2-3	2 3/4	3	3 1/2	3 1/2	3 1/2	4	4	4	4	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2-5	5	5	5-6	25.	
May 2.	2-3	2 3/4	2 1/2-3	3	3	3	3	3	3 1/2	3 1/2	4	4	4	4	4	4	4	4	4	2.
9.	2-4	3	2 1/2-3	3	3	3	3	3	3 1/2	3 1/2	4	4	4	4	4	4	4	4	4	9.
16.	2-1 1/2	3	3	3	3	3	3	3	3 1/2	3 1/2	4	4	4	4	4	4	4	4	4	16.
23.	2-2 1/2	2 3/4	2 1/2	3	3	3	3	3	3 1/2	3 1/2	4	4	4	4	4	4	4	4	4	23.
30.	1 1/2-2	2	2	2 1/2	2 1/2	3	3	3	3 1/2	3 1/2	4	4	4	4	4	4	4	4	4	30.
June 6.	1 1/2-2	1 3/4	2	2 1/2	2 1/2	3	3	3	3 1/2	3 1/2	4	4	4	4	4	4	4	4	4	6.
13.	1 1/2-2	1 3/4	2	2 1/2	2 1/2	3	3	3	3 1/2	3 1/2	4	4	4	4	4	4	4	4	4	13.
20.	1 1/2-3	2 1/2	2 1/2	3	3	3	3	3	3 1/2	3 1/2	4	4	4	4	4	4	4	4	4	20.
27.	1 1/2-2	1 3/4	2	2 1/2	2 1/2	3	3	3	3 1/2	3 1/2	4	4	4	4	4	4	4	4	4	27.
July 4.	1-2	1 1/2	2 1/2	3	3	3	3	3	3 1/2	3 1/2	4	4	4	4	4	4	4	4	4	4.
11.	1-2	1 1/4	1 1/2-2	3	3	3	3 1/2	3 1/2	4	4	4	4	4	4	4	4	4	4	4	11.
18.	1 1/2-3	2 1/2	2 1/2	3	3	3 1/2	3 1/2	4	4	4	4	4	4	4	4	4	4	4	4	18.
25.	1 1/2-3	2 1/2	2 1/2	3 1/2	3 1/2	4	4	4	4	4	4	4	4	4	4	4	4	4	4	25.
Aug. 1.	1 1/2-2 1/2	1 3/4	2	5	5	5	5	5	5 1/2-6	5 1/2-6	6	6	6	6	6	6	6	6	6	1.
8.	1 1/2-6	3 1/4	3	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	8.
15.	2-8	5	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	15.
22.	3-8	6 1/2	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	22.
29.	3-15	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	29.
Sept. 5.	3-12	6 1/2	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	5.
12.	4-6	5 1/2	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	12.
19.	3-8	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	19.
26.	3-8	6 1/2	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	26.
Oct. 3.	3-12	6 1/2	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	3.
10.	3-12	6 1/2	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	10.
17.	2-9	6 1/2	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	17.
24.	3-10	6 1/2	7-8	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	24.
Nov. 31.	6-127	25	12	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	31.
11.	4-96	15	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	11.
18.	2-5	4	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	18.
25.	2-4 1/2	3 1/2	4	3	3	3	3 1/2	3 1/2	4	4	4	4	4	4	4	4	4	4	4	25.
Dec. 1.	1-3	2 1/2	3	3	3	3	3 1/2	3 1/2	4	4	4	4	4	4	4	4	4	4	4	1.
8.	1-3	2 1/2	3	3	3	3	3 1/2	3 1/2	4	4	4	4	4	4	4	4	4	4	4	8.
15.	1-2	1 1/2	1 1/2	2	2	2	2 1/2	2 1/2	3	3	3	3	3	3	3	3	3	3	3	15.
22.	1 1/2-2	1 3/4	2	2	2	2	2 1/2	2 1/2	3	3	3	3	3	3	3	3	3	3	3	22.
29.	1 1/2-2	1 3/4	2	2	2	2	2 1/2	2 1/2	3	3	3	3	3	3	3	3	3	3	3	29.
31.	1 1/2-2	2	2	3	3	3	3 1/2	3 1/2	4	4	4	4	4	4	4	4	4	4	4	31.

MONEY MARKET AT NEW YORK—RATES IN 1895.

1893.	CALL LOANS.				TIME LOANS.								COMMERCIAL PAPER.						1894.
WEEK Ending	Stock Range.	Erch'ge. A's ge	A/ Rank'd Trans'ns Range.	30 days. Range.	60 days. Range.	90 days. Range.	Four Months. Range.	Five Months. Range.	Six Months. Range.	8 Months. Range.	Double-name. Choice 60 to 90 days.	Choice Four Months.	Prime Four Months.	Prime Six Months.	Good 4 to 6 Months.	WEEK Ending			
Jan. 5	1-1 1/2	1 1/4	1 1/2-2	2	2 1/2	2 1/2	3	3	3 1/2	3	2 1/2-3	3	3 1/2	3 1/2	4 1/2-7	Jan. 5			
12	1-1 1/2	1 1/4	1 1/2-2	2	2 1/2	2 1/2	3	3	3 1/2	3	2 1/2-3	3	3 1/2	3 1/2	4 1/2-7	12			
19	1-1 1/2	1 1/4	1-1 1/2	1 1/2	1 1/2	2	2 1/2	2 1/2	3	3	2 1/2-3	3	3 1/2	3 1/2	4 1/2-7	19			
26	1-1 1/2	1 1/4	1-1 1/2	2	2	2 1/2	3	3	3	3 1/2	2 1/2-3	3	3 1/2	3 1/2	4 1/2-7	26			
Feb. 2	1 1/2-3	2	2-2 1/2	2	2 1/2-3	3	3-3 1/2	4	4	4	4	4	4	4 1/2-5	7	Feb. 2			
9	1-2	1 1/2	2-2 1/2	2	3	3	3 1/2-4	4	4 1/2	4	3 1/2	4	4	4 1/2-5	7	9			
16	1-2 1/2	1 3/4	2-2 1/2	2	3	3-3 1/2	3 1/2	4	4 1/2	4	3 1/2	4	4 1/2	4 1/2-5	6-8	16			
23	1-1 1/2	1 1/4	1-2	2	3	3-3 1/2	3 1/2	4	4 1/2	4	3 1/2-4	4	4 1/2	4 1/2-5	6-8	23			
Mch. 3	1 1/2-3	2	2-2 1/2	2	3	3-3 1/2	3 1/2	4	4 1/2	4	3 1/2	4	4 1/2	4 1/2-5	5-7	Mch. 3			
10	1 1/2-3	2	2-3	3	3	3-3 1/2	3 1/2	4	4 1/2	4	3 1/2	4	4 1/2	4 1/2-5	6-7	10			
16	1 1/2-3	2 1/4	2 1/2	3	3	3-3 1/2	3 1/2	4	4 1/2	4 1/2-5	3 1/2-4	4	4 1/2	4 1/2-5	6-7	16			
23	1 1/2-3	2 1/4	2 1/2	3	3	3-3 1/2	3 1/2	4	4 1/2	4 1/2-5	4	4 1/2	4 1/2-5	5-6	7	23			
30	2-3	3	3-3 1/2	3	3 1/2-4	3 1/2	4	4	4 1/2	4 1/2	4	4 1/2	4 1/2-5	5-6	7	30			
Apr. 6	2-3	2 1/2	2 1/2-3	3	3 1/2-4	3 1/2	4	4	4 1/2	4	4	4 1/2	4 1/2-5	5-6	7	Apr. 6			
13	2-3	2 1/2	2-2 1/2	3	3-3 1/2	3 1/2	4	4 1/2	4	4 1/2	4	4 1/2	4 1/2-5	5-6	7	13			
20	1 1/2-2 1/2	2	2-2 1/2	3	3	3-3 1/2	3 1/2	4	4	4 1/2	4	4 1/2	4 1/2-5	5-6	7	20			
27	1 1/2-2 1/2	1 3/4	1 1/2-2	3	3	3-3 1/2	3 1/2	4	4	4 1/2	3 1/2-3 3/4	4	4 1/2	4 1/2-5	6	27			
May 4	1 1/2-2	1 1/2	1 1/2-2	2	2 1/2	2 1/2	3	3	3-3 1/2	3	3	3	3	3	3	May 4			
11	1-1 1/2	1 1/4	1	2	2 1/2	2 1/2	3	3	3-3 1/2	3	2 1/2-3	3	3	3	3	11			
18	1-1 1/2	1 1/4	1	2	2 1/2	2 1/2	3	3	3	3	2 1/2	3	3	3	3	18			
25	1-1 1/2	1 1/4	1-1 1/2	2	2 1/2	2 1/2	3	3	3	3	2 1/2-2 3/4	3	3	3	3	25			
June 1	1-1 1/2	1 1/4	1	1 1/2-2	1 1/2-2	2	2 1/2-3	2 1/2-3	2 1/2-3	2 1/2-3	2 1/2-2 3/4	2 1/2-3	2 1/2-3	2 1/2-3	3	June 1			
8	1-1 1/2	1 1/4	1-1 1/2	1 1/2-2	1 1/2-2	2	2 1/2-3	2 1/2-3	2 1/2-3	2 1/2-3	2 1/2-2	2 1/2-3	2 1/2-3	2 1/2-3	3	8			
15	1-1 1/2	1 1/4	1	1 1/2-2	1 1/2-2	2	2 1/2-3	2 1/2-3	2 1/2-3	2 1/2-3	2 1/2-2	2 1/2-3	2 1/2-3	2 1/2-3	3	15			
22	1-1 1/2	1 1/4	1	1 1/2-2	1 1/2-2	2	2 1/2-3	2 1/2-3	2 1/2-3	2 1/2-3	2 1/2-2	2 1/2-3	2 1/2-3	2 1/2-3	3	22			
29	1-1 1/2	1 1/4	1	1 1/2-2	1 1/2-2	2	2 1/2-3	2 1/2-3	2 1/2-3	2 1/2-3	2 1/2-2	2 1/2-3	2 1/2-3	2 1/2-3	3	29			
July 6	1-3	2	1 1/2-2	2	2	2 1/2	2 1/2-3	2 1/2-3	2 1/2-3	2 1/2-3	2 1/2-3	3	3	3	3	July 6			
13	1-1 1/2	1 1/4	1 1/2	2	2	2 1/2	2 1/2-3	2 1/2-3	2 1/2-3	2 1/2-3	3	3	3	3	3	13			
20	1-1 1/2	1 1/4	1-1 1/2	2	2 1/2	2 1/2	3	3	3	3	3	3 1/2-4	3 1/2-4	3 1/2-4	4 1/2-5	20			
27	1-1 1/2	1 1/4	1	2	2	2 1/2	3	3	3 1/2	3	3	3 1/2-4	3 1/2-4	3 1/2-4	4 1/2-5	27			
Aug. 3	1-1 1/2	1 1/4	1	1 1/2-2	1 1/2-2	2	2 1/2-3	2 1/2-3	2 1/2-3	2 1/2-3	3	3	3	3	3	Aug. 3			
10	1-1 1/2	1 1/4	1	1 1/2-2	1 1/2-2	2	2 1/2-3	2 1/2-3	2 1/2-3	2 1/2-3	3 1/2-3 3/4	3 1/2-4	3 1/2-4	3 1/2-4	4 1/2-5	10			
17	1-1	1	1	1 1/2-2	1 1/2-2	2	2 1/2-3	2 1/2-3	2 1/2-3	2 1/2-3	3 1/2-3 3/4	3 1/2-4	3 1/2-4	3 1/2-4	4 1/2-5	17			
24	1	1	1	1 1/2-2	1 1/2-2	2	2 1/2-3	2 1/2-3	2 1/2-3	2 1/2-3	3 1/2-3 3/4	3 1/2-4	3 1/2-4	3 1/2-4	4 1/2-5	24			
31	1	1	1	1 1/2-2	1 1/2-2	2	2 1/2-3	2 1/2-3	2 1/2-3	2 1/2-3	3 1/2-3 3/4	3 1/2-4	3 1/2-4	3 1/2-4	4 1/2-5	31			
Sept. 7	1	1	1	1 1/2-2	1 1/2-2	2	2 1/2-3	2 1/2-3	2 1/2-3	2 1/2-3	3 1/2-4	3 1/2-4	3 1/2-4	3 1/2-4	4 1/2-5	Sept. 7			
14	1-3	1 1/2	1	2	2	2 1/2	3	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-4	4	4 1/2	4 1/2-5	5	14			
21	1 1/2-3	2	1 1/2-2 1/2	2	3	3	3 1/2	4	4	4	4	4 1/2-5	4 1/2-5	4 1/2-5	5	21			
28	1 1/2-3	1 3/4	2	2	2 1/2	2 1/2	3	3 1/2	3 1/2	3 1/2	4 1/2-4 3/4	4 1/2-5	4 1/2-5	4 1/2-5	5	28			
Oct. 5	1 1/2-2 1/2	2	2	2	2 1/2-3	2 1/2-3	3 1/2	3 1/2	3 1/2	3 1/2	4 1/2-4 3/4	4 1/2-5	4 1/2-5	4 1/2-5	5	Oct. 5			
12	1 1/2-2 1/2	2	2	2	2 1/2-3	2 1/2-3	3 1/2	3 1/2	3 1/2	3 1/2	4 1/2-4 3/4	4 1/2-5	4 1/2-5	4 1/2-5	5	12			
19	2-2 1/2	2 1/2	2	2 1/2	3	3	3 1/2-4	4	4 1/2	4 1/2	4 1/2-5	5	5	5	5	19			
26	2-2 1/2	2 1/2	2	2 1/2	3	3	3 1/2-4	4	4 1/2	4 1/2	4 1/2-5	5	5	5	5	26			
Nov. 2	2-2 1/2	2 1/2	2-2 1/2	2	2 1/2	2 1/2	3	3	3 1/2	3 1/2	4	4 1/2	4 1/2	4 1/2	5	Nov. 2			
9	2-2 1/2	2 1/2	2	2	2 1/2	2 1/2	3	3	3 1/2	3 1/2	4	4 1/2	4 1/2	4 1/2	5	9			
16	1 1/2-2	2	1 1/2-2	2	2 1/2	2 1/2	3	3	3 1/2	3 1/2	4	4 1/2	4 1/2	4 1/2	5	16			
23	1 1/2-2	1 3/4	1 1/2-2	2	2 1/2	2 1/2	3	3	3 1/2	3 1/2	4	4 1/2	4 1/2	4 1/2	5	23			
30	1 1/2-2 1/2	2	1 1/2-2	2	2 1/2	2 1/2	3	3	3 1/2	3 1/2	4	4 1/2	4 1/2	4 1/2	5	30			
Dec. 7	1 1/2-2 1/2	2	2 1/2-3	3	3	3	3 1/2	3 1/2	3 1/2	3 1/2	4	4 1/2	4 1/2	4 1/2	5	Dec. 7			
14	1 1/2-2 1/2	2	2 1/2-3	3	3	3	3 1/2	3 1/2	3 1/2	3 1/2	4	4 1/2	4 1/2	4 1/2	5	14			
21	1-100	4	2 1/2-25	4	5	4	5	4	5	4	4	4 1/2	4 1/2	4 1/2	5	21			
28	50-10	6	6	6	6	6	6	6	6	6	6	6	6	6	7	28			

MONEY MARKET AT NEW YORK—RATES IN 1894.

CALL LOANS.				TIME LOANS.							COMMERCIAL PAPER.						1894.
WEEK	At Stock Exch'g.		At Banked Trust Co.	30 days.	60 days.	90 days.	Four Months.	Five Months.	Six Months.	Seven Months.	Double-name.		Single-names.			WEEK	
Ending	Range.	Avg.	Range.	Range.	Range.	Range.	Range.	Range.	Range.	Range.	Choice 60 to 90 days.	Choice Four Months.	Prime Four Months.	Prime Six Months.	Good 4 to 6 Months.	Ending	
Jan. 13	1-1 1/2	1 1/2	2-2 1/2	2	2 1/2	3-	3-	3 1/2-4	3 1/2-4	-	3 1/2-3 3/4	4-4 1/2	-	-	5-5 1/2	Jan. 13	
20	1-1 1/2	1	2-2 1/2	1 1/2	-	2 1/2-3	2 1/2-3	3-3 1/2	3-3 1/2	-	3 1/2-4	4-4 1/2	-	-	5-6	20	
27	1-1 1/2	1	2-2 1/2	1 1/2	-	2 1/2-3	2 1/2-3	3-3 1/2	3-3 1/2	-	3 1/2-3 3/4	3 3/4-4 1/2	-	-	5-6	27	
Feb. 3	1-1 1/2	1	2-3	2-2 1/2	2 1/2	3-	3-	3 1/2-4	3 1/2-4	3-3 1/2	3 1/2-3 3/4	4-4 1/2	-	-	4 1/2-5	Feb. 3	
10	1-1 1/2	1	2-3	-	-	3-	3-	3-3 1/2	3-3 1/2	3-3 1/2	3-3 1/2	4-4 1/2	-	-	5-6	10	
17	1-1 1/2	1	2-3	-	-	3-	3-	3-	3-	3-	3-3 1/2	3 3/4-4 1/2	-	-	4 1/2-6	17	
24	1-1 1/2	1	2-3	-	-	3-	3-	3-	3-	3-	3-3 1/2	3 3/4-4 1/2	-	-	4 1/2-5 1/2	24	
Mch. 3	1-1 1/2	1	2-3	-	-	3-	3-	3-	3-	3-	3-3 1/2	3 3/4-4 1/2	-	-	4 1/2-5 1/2	Mch. 3	
10	1-1 1/2	1	2-3	-	-	3-	3-	3-	3-	3-	3-3 1/2	3 3/4-4 1/2	-	-	4 1/2-5 1/2	10	
17	1-1 1/2	1 1/2	2-3	-	-	3-	3-	3-	3-	3-	3-3 1/2	3 3/4-4 1/2	-	-	4 1/2-5 1/2	17	
24	1-1 1/2	1 1/2	2-3	-	-	3-	3-	3-	3-	3-	3-3 1/2	3 3/4-4 1/2	-	-	4 1/2-5 1/2	24	
Apr. 7	1-1 1/2	1 1/2	2-3	-	-	3-	3-	3-	3-	3-	3-3 1/2	3 3/4-4 1/2	-	-	4 1/2-5 1/2	Apr. 7	
14	1-1 1/2	1 1/2	2-3	-	-	3-	3-	3-	3-	3-	3-3 1/2	3 3/4-4 1/2	-	-	4 1/2-5 1/2	14	
21	1-1 1/2	1 1/2	2-3	-	-	3-	3-	3-	3-	3-	3-3 1/2	3 3/4-4 1/2	-	-	4 1/2-5 1/2	21	
28	1-1 1/2	1 1/2	2-3	-	-	3-	3-	3-	3-	3-	3-3 1/2	3 3/4-4 1/2	-	-	4 1/2-5 1/2	28	
May 5	1-1 1/2	1 1/2	1 1/2-2	1 1/2	1 1/2	1 1/2	1 1/2	3-	3-	3-	2 1/2-3	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-5 1/2	May 5	
12	1-1 1/2	1	1-1 1/2	1	1 1/2	1 1/2	1 1/2	3-	3-	3-	2 1/2-3	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-5 1/2	12	
19	1-1 1/2	1 1/2	1-1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	3-	3-	3-	2 1/2-3	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-5 1/2	19	
26	1-1 1/2	1 1/2	1 1/2-2	1 1/2	1 1/2	1 1/2	1 1/2	3-	3-	3-	3-	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-5 1/2	26	
June 2	1-1 1/2	1 1/2	1 1/2-2	1 1/2	1 1/2	1 1/2	1 1/2	3-	3-	3-	3-	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-5 1/2	June 2	
9	1-1 1/2	1	1 1/2-2	1 1/2	1 1/2	1 1/2	1 1/2	3-	3-	3-	2 1/2-3	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-5 1/2	9	
16	1-1 1/2	1	1 1/2-2	1 1/2	1 1/2	1 1/2	1 1/2	3-	3-	3-	2 1/2-3	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-5 1/2	16	
23	1-1 1/2	1	1 1/2-2	1 1/2	1 1/2	1 1/2	1 1/2	3-	3-	3-	2 1/2-3	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-5 1/2	23	
30	1-1 1/2	1	1 1/2-2	1 1/2	1 1/2	1 1/2	1 1/2	3-	3-	3-	2 1/2-3	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-5 1/2	30	
July 7	1-1 1/2	1	1-1 1/2	1	1 1/2	1 1/2	1 1/2	3-	3-	3-	3-	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-5 1/2	July 7	
14	1-1 1/2	1	1-1 1/2	1	1 1/2	1 1/2	1 1/2	3-	3-	3-	3-	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-5 1/2	14	
21	1-1 1/2	1	1-1 1/2	1	1 1/2	1 1/2	1 1/2	3-	3-	3-	3-	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-5 1/2	21	
28	1-1 1/2	1	1-1 1/2	1	1 1/2	1 1/2	1 1/2	3-	3-	3-	3-	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-5 1/2	28	
Aug. 4	1-1 1/2	1	1-1 1/2	1	1 1/2	1 1/2	1 1/2	3-	3-	3-	3-	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-5 1/2	Aug. 4	
11	1-1 1/2	1	1-1 1/2	1	1 1/2	1 1/2	1 1/2	3-	3-	3-	3-	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-5 1/2	11	
18	1-1 1/2	1	1 1/2-2	1 1/2	1 1/2	1 1/2	1 1/2	3 1/2-4	3 1/2-4	3 1/2-4	3-3 1/2	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-5 1/2	18	
25	1-1 1/2	1	1 1/2-2	1 1/2	1 1/2	1 1/2	1 1/2	3 1/2-4	3 1/2-4	3 1/2-4	3-3 1/2	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-5 1/2	25	
Sept. 1	1-1 1/2	1	1 1/2-2	1 1/2	1 1/2	1 1/2	1 1/2	3 1/2-4	3 1/2-4	3 1/2-4	3-3 1/2	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-5 1/2	Sept. 1	
8	1-1 1/2	1	1 1/2-2	1 1/2	1 1/2	1 1/2	1 1/2	3-3 1/2	3-3 1/2	-	3-3 1/2	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-5 1/2	8	
15	1-1 1/2	1	1 1/2-2	1 1/2	1 1/2	1 1/2	1 1/2	3-3 1/2	3-3 1/2	-	3-3 1/2	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-5 1/2	15	
22	1-1 1/2	1	1 1/2-2	1 1/2	1 1/2	1 1/2	1 1/2	3 1/2-4	3 1/2-4	-	3 1/2-3 3/4	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-5 1/2	22	
29	1-1 1/2	1	1 1/2-2	1 1/2	1 1/2	1 1/2	1 1/2	3-4	3-4	3-	3-3 1/2	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-5 1/2	29	
Oct. 6	1-1 1/2	1	1 1/2-2	1 1/2	1 1/2	1 1/2	1 1/2	3-3	3-3	3-	3-3 1/2	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-5 1/2	Oct. 6	
13	1-1 1/2	1	1 1/2-2	1 1/2	1 1/2	1 1/2	1 1/2	3-3	3-3	3-3	2 1/2-3	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-5 1/2	13	
20	1-1 1/2	1	1 1/2-2	1 1/2	1 1/2	1 1/2	1 1/2	3-3	3-3	3-3	2 1/2-3	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-5 1/2	20	
27	1-1 1/2	1	1 1/2-2	1 1/2	1 1/2	1 1/2	1 1/2	2 1/2	2 1/2	3-	2 1/2-3	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-5 1/2	27	
Nov. 3	1-1 1/2	1	1 1/2-2	1 1/2	1 1/2	1 1/2	1 1/2	2 1/2	2 1/2	3-	2 1/2-3	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-5 1/2	Nov. 3	
10	1-1 1/2	1	1 1/2-2	1 1/2	1 1/2	1 1/2	1 1/2	2 1/2	2 1/2	3-	2 1/2-3	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-5 1/2	10	
17	1-1 1/2	1	1 1/2-2	1 1/2	1 1/2	1 1/2	1 1/2	3-	3-	3-	2 1/2-3	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-5 1/2	17	
24	1-1 1/2	1	1 1/2-2	1 1/2	1 1/2	1 1/2	1 1/2	3-	3-	3-	2 1/2-3	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-5 1/2	24	
Dec. 1	1-1 1/2	1 1/2	1 1/2-2	1 1/2	1 1/2	1 1/2	1 1/2	3-3 1/2	3-3 1/2	3-3 1/2	2 1/2-3	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-5 1/2	Dec. 1	
8	1-1 1/2	1 1/2	1 1/2-2	1 1/2	1 1/2	1 1/2	1 1/2	3-3 1/2	3-3 1/2	3-3 1/2	2 1/2-3	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-5 1/2	8	
15	1-1 1/2	1 1/2	1 1/2-2	1 1/2	1 1/2	1 1/2	1 1/2	3-3 1/2	3-3 1/2	3-3 1/2	2 1/2-3	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-5 1/2	15	
22	1-1 1/2	1 1/2	1 1/2-2	1 1/2	1 1/2	1 1/2	1 1/2	3-3 1/2	3-3 1/2	3-3 1/2	2 1/2-3	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-5 1/2	22	
29	1-1 1/2	1 1/2	1 1/2-2	1 1/2	1 1/2	1 1/2	1 1/2	3-3 1/2	3-3 1/2	3-3 1/2	2 1/2-3	3-3 1/2	3-3 1/2	3-3 1/2	3 1/2-5 1/2	29	

* In these cases the borrower had to pay the commission indicated in addition to interest.

⁵ This is the class of paper commonly known as commission house names.

Monetary & Commercial English News

[From our own correspondent.]

LONDON, SATURDAY, January 2d, 1897.

The new year is opening with brighter promise than any one expected a little while ago. In every European capital it is believed that an agreement of some kind between England and Russia has been arrived at, and that in consequence there will be a settlement of the Turkish question that may be expected to last for some years. Nobody knows what the agreement between the two Powers is, or what the settlement of Turkey is likely to be; yet that there is an agreement and will be a settlement is almost everywhere thought likely.

The change in Russian policy dates from the recent visit of the Czar to so many European courts, and it was helped on by an indiscreet attempt on the part of the French Government to induce the Czar not to resume specie payments. The attempt naturally gave great offense to the Russian Ministers, and since then there has been much less cordial relations between France and Russia. The misunderstanding, if it can be described as such, will probably prove very temporary, but for the time being it has contributed to change the Russian policy at Constantinople.

There is a very strong belief here that the Cuban question also will be settled. Nothing for certain is known of the alleged intervention at Washington of the French and German Ambassadors, but it is thought that Spain herself is aware that the conflict in Cuba is exhausting her resources, and that she is anxious therefore to bring about a settlement while Mr. Cleveland is in office.

In India, too, things look somewhat brighter. There has been rain over vast areas, and though a great deal more is wanted, much good has been done. It is now hoped that actual famine will be averted, though there must of course be great distress. It is believed that the ravages of the plague in Bombay are exaggerated.

In Australia likewise there has been a very fortunate rainfall, and there has also been a fall in South Africa. The losses there through drought and rinderpest, of both natives and Boers, are very heavy; yet it is believed that the relations between the Transvaal and the Cape Colony are improving, and that the prospects of the mint industry are certainly brighter.

During the week money has been in exceedingly strong demand in the City, but that is a very usual experience at the end of a year, and in another week the Bank of England will pay out the quarterly interest on the national debt, and will thus add about $4\frac{1}{2}$ millions sterling to the supply. Besides, the temporary requirements of the end of the year will be over and immense sums will be set free in the shape of interest and dividends due at the beginning of the new year. During the last four days of the year, however, money was very scarce. The Bank of England lent immense sums at $4\frac{1}{2}$ per cent, and on one or two days 4 to $4\frac{1}{2}$ per cent was charged in the open market. It is estimated that the total borrowings during the past fortnight have been from eight to ten millions sterling, yet Thursday's Bank of England return shows that most of this borrowing was caused by mere shifting of accounts. The India Council, for example, called in from the market two million sterling, and to-day and Monday it will pay out the whole sum as interest. The Joint Stock Banks also have called in large amounts while preparing their balance sheets, and will let out the same in a day or two. The scarcity, to a large extent, is thus artificial, and consequently the discount rate has fallen to about 3 per cent, while in some instances as much as 5 per cent has been paid for money for one day.

The Indian money market is exceedingly stringent, the bank rates in Bombay and Bengal being both 10 per cent, and a further rise is expected very soon. In the native money market about 12 per cent is the minimum, and up country it is said that rates are 15 per cent and higher. It may seem odd, therefore, that the India Council having offered forty lacs of rupees in bills and telegraphic transfers on Wednesday sold only three lacs; the explanation is that the exchange banks find it cheaper to send out rupee paper and similar securities, and that, foreseeing the stringency, they have been providing themselves with exchange for a considerable time past.

In spite of the tightness of the money market, the Stock Exchange settlement which ended on Wednesday evening, and the fact that New Year's Day was a holiday and to-day a half holiday, prices have been exceedingly well maintained throughout the week; indeed in some cases there have been marked rises, especially in British railway stocks and Argentine railway stocks. Foreign Government bonds, too, have advanced, particularly on Paris buying. Paris is exceedingly interested in Spanish finances. It is estimated that the French investments in Spanish securities of all kinds are very little under a thousand million dollars, and Paris is also very much interested in the securities of Turkey, Bulgaria, Roumania and Serbia. The prospect, therefore, of both the Turkish and the Cuban questions being settled is a great relief to the anxieties of Paris capitalists.

In the American market there is not much doing by the public. British investors were thoroughly alarmed during the recent campaign, and they have not quite recovered yet. The unsatisfactory traffic returns, the occasional bank failures, and so on, make them shy, while the talk of an extreme protectionist bill that may cause dissension between Republican and Democratic supporters of Mr. McKinley induce caution. But all this will pass away in time, and if a wise currency policy is adopted there will no doubt be a large investment by and by in American securities.

The following return shows the position of the Bank of England, the Bank rate of discount, the price of consols, &c., compared with the last three years:

	1896 Dec. 31.	1895 Jan. 1.	1894 Jan. 2.	1893 Jan. 3.
Circulation	26,004,195	26,468,425	25,914,775	25,748,110
Public deposits	8,384,480	9,934,320	6,598,996	6,237,325
Other deposits	49,351,795	50,538,919	55,168,631	31,152,559
Government securities	13,752,969	14,930,184	14,930,039	10,387,433
Other securities	34,561,345	33,985,875	24,045,529	29,384,504
Reserve of notes and coin	34,291,774	35,491,631	23,972,301	15,551,479
Coin & bullion, both departments	34,153,899	44,909,056	33,091,079	24,819,899
Prop. reserve to liabilities .. p. c.	44½	53	53 5-16	41 7-16
Bank rate	4	2	2	3
Consols, 2½ per cent	111 7-16	109 9-16	109 13-16	99 11-16
Silver	30½d.	30½d.	27 7-16d.	31½d.
Clearing-House returns	182,437,000	178,975,000	180,319,000	156,326,000

The rates for money have been as follows:

London.		Bank Rate.	Open Market Rates.						Interest allowed for deposits by		
			Bank Bills.			Trade Bills.			Joint Stock Banks.	At Call.	7 to 14 Days.
			Three Months	Four Months	Six Months	Three Months	Four Months	Six Months			
Dec.	4 1/4	2	2 3/4	2 3/4	2 3/4	3 1/4	3 1/4	3 1/4	2 1/2	2 1/2	2 1/2
"	11 1/4	3 @ 3 1/2	2 3/4	2 3/4	2 3/4	3 1/4	3 1/4	3 1/4	2 1/2	2 1/2	2 1/2
"	18 1/4	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3	3 1/2 @ 3 1/2	3 1/2	3 1/2	3 1/2	2 1/2	3	3 1/2
"	24 1/4	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	2 1/2	3	3 1/2
"	31 1/4	3	3	2 3/4	3 1/2	3 1/2	3 1/2	3 1/2	2 1/2	2 1/2	2 1/2

* 27½ @ 2 15-16

The Bank rate of discount and open market rates at the chief Continental cities have been as follows:

Rates of Interest at	Dec. 31.		Dec. 24.		Dec. 18.		Dec. 11.	
	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market
Paris	2	2	2	1½	2	1½	2	1½
Berlin	5	4	5	4½	5	4½	5	4½
Hamburg	5	4	5	4½	5	4½	5	4½
Frankfurt	5	4	5	4½	5	4½	5	4½
Amsterdam	3½	3½	3½	3½	3½	3½	3½	3
Brussels	3	2½	3	2½	3	2½	3	2½
Vienna	4	4	4	4	4	4	4	3½
St. Petersburg	6	5½	6	5½	6	5½	6	5½
Madrid	5	4	4	4	4	4	4	4
Copenhagen	4	4	4	4	4	4	4	4

The quotations for bullion are reported as follows:

GOLD. London Standard.	Dec. 31.		Dec. 23.		SILVER. London Standard.	Dec. 31.		Dec. 23.	
	s. d.	s. d.	s. d.	s. d.		s. d.	s. d.	s. d.	s. d.
Bar gold, fine	77 10½	77 11	77 11½	77 11½	Bar silver, fine	29 15½	30	29 15½	30
Bar gold, parting	77 11½	77 11½	77 11½	77 11½	Bar silver, containing	30 15½	30 15½	30 15½	30 15½
Spanish, old	76 0½	76 0½	76 0½	76 0½	do 5 grs. gold	30 15½	30 15½	30 15½	30 15½
New	76 1½	76 1½	76 1½	76 1½	do 4 grs. gold	30 15½	30 15½	30 15½	30 15½
U. S. gold coin	76 5½	76 5½	76 5½	76 5½	do 3 grs. gold	29 15½	30 15½	29 15½	30 15½
German gold coin	76 3½	76 3½	76 3½	76 3½	Cake silver	32 15½	32 15½	32 15½	32 15½
French gold coin	76 3½	76 3½	76 3½	76 3½	Mexican dollars	29	29½	29	29½

Messrs. Pixley & Abell write as follows under date of December 31:

Gold—The Bank has received £25,000, of which £24,000 came from Australia. The report that Russia had decided for the present to abandon the idea of a gold standard and currency caused the open market price to decline to 77s. 10½d. Large amounts of bar gold have been bought by Japan and India. Arrivals: West Indies, £73,500; Chili, £22,000; South Africa, £254,800; total, £330,300. Shipments: Japan, £60,000; Bombay, £35,500; total, £155,500.
Silver—The price has declined to 29s. 15½d. The cessation of buying orders from the East. Arrivals: New York, £213,000; West Indies, £6,700; Chili, £32,000; total, £252,200. Shipments: Hong Kong, £5,000; Bombay, £184,000; total, £189,000.

Mexican Dollars—These coin are in strong demand for the Chinese New Year. Arrivals: New York, \$15,000. Shipments: Penang, \$1,600; Hong Kong, \$1,000; total, \$25,000.

The following shows the imports of cereal produce into the United Kingdom during the first seventeen weeks of the new season compared with previous seasons:

	1896.	1895.	1894.	1893.
Imports of wheat, cwt. 22,914,530	23,046,960	22,243,812	21,471,707	
Barley.....	10,196,970	10,119,270	12,194,865	12,000,361
Oats.....	7,179,233	4,928,840	5,247,457	4,871,322
Peas.....	1,499,345	1,065,350	954,748	954,002
Beans.....	1,146,300	1,314,150	1,551,994	1,624,943
Indian corn.....	20,291,700	13,638,970	7,350,192	9,547,638
Flour.....	7,501,730	6,430,400	6,613,834	6,935,043

Supplies available for consumption (exclusive of stocks on September 1):

	1896.	1895.	1894.	1893.
Wheat imported, cwt. 22,914,530	23,046,960	22,243,812	21,471,707	
Imports of flour.....	7,501,730	6,430,400	6,613,834	6,935,043
Sales of home-grown.....	10,019,009	5,313,836	7,411,449	8,631,709
Total.....	40,336,169	34,333,696	36,279,095	37,088,459

	1896.	1895.	1894.	1893.
Aver. price wheat, week 3/4 9/11	2 3/4 9/11	2 3/4 9/11	2 3/4 9/11	2 3/4 9/11
Average price, season 2 3/4 10/11	2 3/4 10/11	2 3/4 10/11	2 3/4 10/11	2 3/4 10/11

The following shows the quantities of wheat, flour and maize adroit to the United Kingdom:

	This week.	Last week.	1896.	1895.
Wheat.....	2,495,000	2,510,000	2,103,000	2,513,000
Flour, equal to grain.....	361,000	420,000	319,000	302,000
Maize.....	893,000	885,000	592,000	424,000

English Financial Markets—Per Cable.

The daily closing quotations for securities, &c., at London are reported by cable as follows for the week ending Jan. 15:

LONDON.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per ounce.....	29 1/2	29 1/2	29 1/2	29 1/2	29 1/2	29 1/2
Consols, new, 2 1/2 p.cts.	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2
For account.....	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2
From rentes (in Paris) fr.	102 45	102 35	102 37 1/2	102 40	102 47 1/2	102 50
Atch. Top. & Santa Fe.	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2
Do do pref.	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2
Canadian Pacific.	57 1/2	57 1/2	57 1/2	57 1/2	57 1/2	57 1/2
Chesapeake & Ohio.	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
Ohio, Milw. & St. Paul.	76 1/2	76 1/2	76 1/2	76 1/2	76 1/2	76 1/2
Deu. & Rio Gr., pref.	42 1/2	42 1/2	42 1/2	42 1/2	42 1/2	42 1/2
Erie, common.....	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2
1st preferred.....	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2
Illinois Central.....	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2
Lake Shore.....	157 1/2	157 1/2	157 1/2	157 1/2	157 1/2	157 1/2
Louisville & Nashville.	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2
Mexican Central, 4 1/2.	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2
Mo. Kan. & Tex., com.	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2
N. Y. Cent'l & Hudson.	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2
N. Y. Ontario & West'n	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2
Norfolk & West'n, pref.	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2
No. Pac. pref., tr. refts.	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2
Pennsylvania.....	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2
Phila. & Read., per sh.	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2
South'n Railway, com.	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Preferred.....	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2
Union Pacific.....	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Wabash, preferred.....	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2

Commercial and Miscellaneous News

BONDS HELD BY NATIONAL BANKS.—The following interesting statement, furnished by the Comptroller of the Currency, shows the amount of each class of bonds held against national bank circulation and to secure public moneys in national bank depositories on December 31.

Description of Bonds.	U. S. Bonds Held Dec. 31, 1896, to Secure—		
	Public Deposits in Banks.	Bank Circulation.	Total Held.
Currency 6s, Pac. R.R....	\$375,000	\$9,521,000	\$9,896,000
5 per cts., 1894.....	535,000	15,514,350	16,049,350
4 per cts., funded 1907..	12,135,000	184,628,400	166,761,400
4 per cts., 1895.....	1,850,000	37,931,550	29,831,550
2 per cts., funded 1891..	1,033,000	22,592,850	23,625,850
Total.....	\$18,928,000	\$240,236,150	\$246,164,150

IMPORTS AND EXPORTS FOR THE WEEK.—The following are the imports at New York for the week ending for dry goods Jan. 7 and for the week ending for general merchandise Jan. 8; also totals since the beginning of the first week in January.

FOREIGN IMPORTS AT NEW YORK.				
For week.	1897.	1896.	1895.	1894.
Dry goods.....	\$2,014,273	\$3,183,076	\$3,952,537	\$2,428,818
Gen'l mer'dise.....	7,752,649	7,754,890	5,695,104	6,699,382
Total.....	\$9,766,922	\$10,937,966	\$9,650,641	\$9,128,200
Since Jan. 1.				
Dry goods.....	\$2,014,273	\$3,183,076	\$3,952,537	\$2,428,818
Gen'l mer'dise.....	7,752,649	7,754,890	5,695,104	6,699,382
Total 1 week.....	\$9,766,922	\$10,937,966	\$9,650,641	\$9,128,200

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending Jan. 11 and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.				
	1897.	1896.	1895.	1894.
For the week.....	\$9,792,649	\$9,538,642	\$7,616,723	\$7,110,450
Prev. reported.....				
Total 1 week.....	\$9,792,649	\$9,538,642	\$7,616,723	\$7,110,450

The following table shows the exports and imports of specie at the port of New York for the week ending Jan. 9 and since January 1, 1897, and for the corresponding periods in 1896 and 1895:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.				
Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....			\$502	\$502
France.....			10	10
Germany.....			118 80	118,800
West Indies.....	\$36,800	\$36,800	2,294	2,294
Mexico.....			10,460	10,460
South America.....				
All other countries.....				
Total 1897.....	\$36,800	\$36,800	\$12,066	\$12,066
Total 1896.....	4,036,883	5,018,923	52,944	161,919
Total 1895.....	2,093,300	6,553,336	11,115	34,478

Silver.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	\$624,544	\$624,544	\$45	\$45
France.....				
Germany.....			3,476	3,476
West Indies.....			27,694	27,694
Mexico.....			65	65
South America.....				
All other countries.....				
Total 1897.....	\$624,544	\$624,544	\$31,280	\$31,280
Total 1896.....	996,432	1,305,924	17,500	53,722
Total 1895.....	694,550	1,190,158	21,486	75,804

Of the above imports for the week in 1897 \$3,350 were American gold coin and \$325 American silver coin. Of the exports during the same time \$36,800 were American gold coin.

FORIGIN TRADE OF NEW YORK—MONTHLY STATEMENT.—In addition to the other tables given in this department, made up from weekly returns, we give the following figures for the full months, also issued by our New York Custom House. The first statement covers the total imports and exports of merchandise and the Customs receipts for the twelve months of the last two seasons.

MONTH.	MERCHANDISE MOVEMENT AT NEW YORK.				CUSTOMS RECEIPTS, AT NEW YORK.	
	Imports.		Exports.		1896.	1895.
	1896.	1895.	1896.	1895.		
January.....	\$4,795,519	\$4,438,020	\$3,901,742	\$2,859,738	\$1,244,67	\$1,218,691
February.....	\$4,941,021	\$4,389,007	\$2,377,962	\$2,621,575	\$1,077,44	\$1,342,289
March.....	\$4,385,571	\$4,383,835	\$3,003,816	\$2,804,43	\$1,301,011	\$1,296,208
April.....	\$7,018,059	\$4,766,001	\$9,929,852	\$2,157,987	\$7,541,03	\$8,255,022
May.....	\$5,694,09	\$4,557,23	\$2,862,541	\$2,043,178	\$2,860,99	\$1,104,105
June.....	\$6,567,351	\$8,702,712	\$3,823,001	\$5,335,007	\$2,131,32	\$7,517,817
July.....	\$3,254,119	\$7,012,438	\$3,830,037	\$5,251,459	\$2,209,018	\$1,034,765
August.....	\$3,294,914	\$4,908,854	\$3,030,172	\$2,485,213	\$4,507,740	\$1,799,618
September.....	\$3,619,39	\$1,697,882	\$3,405,106	\$6,573,890	\$7,921,22	\$7,596,892
October.....	\$3,149,146	\$4,975,928	\$5,484,78	\$1,775,838	\$7,144,42	\$2,999,378
November.....	\$2,454,174	\$9,585,301	\$2,620,660	\$9,735,271	\$4,414,81	\$7,703,431
December.....	\$8,264,417	\$4,336,020	\$5,741,707	\$1,101,261	\$7,857,29	\$8,192,902
Total.....	\$102,407,014	\$113,611,375	\$102,854,332	\$90,301,740	\$740,712	\$1,018,107

The imports and exports of gold and silver for the twelve months have been as follows:

MONTH.	GOLD MOVEMENT AT NEW YORK.				SILVER—NEW YORK.	
	Imports.		Exports.		Imports.	Exports.
	1896.	1895.	1896.	1895.	1896.	1895.
January.....	\$7,217,05	\$794,186	\$10,538,473	\$25,210,260	\$906,24	\$4,300,898
February.....	\$7,791,490	\$4,842,012	\$1,009,180	\$1,353,412	\$76,229	\$4,963,358
March.....	\$2,401,07	\$5,500,178	\$61,695	\$1,104,592	\$73,19	\$4,209,810
April.....	\$706,757	\$3,549,361	\$2,747,677	\$2,974,501	\$784,47	\$4,432,010
May.....	\$22,998	\$4,988,89	\$18,685,45	\$1,563,458	\$78,28	\$4,613,575
June.....	\$378,883	\$2,81,991	\$5,875,013	\$8,99	\$9,692	\$3,615,598
July.....	\$359,917	\$9,697	\$9,98,376	\$2,211,7	\$1,911,471	\$5,634,609
August.....	\$3,560,080	\$2,234,107	\$50,50	\$18,295,750	\$91,040	\$4,896,384
September.....	\$3,735,834	\$60,240	\$7,865	\$10,479,50	\$749,605	\$4,896,377
October.....	\$2,113,791	\$1,620,428	\$9,839	\$1,564,19	\$74,77	\$4,57,871
November.....	\$4,016,890	\$180,456	\$23,301	\$13,982,0	\$6,01	\$4,891,886
December.....	\$159,847	\$803,68	\$14,096	\$14,815,46	\$5,51	\$4,661,681
Total.....	\$80,543,216	\$26,109,376	\$50,319,988	\$90,544,74	\$9,408,752	\$3,715,140

—The annual statement of the Home Life Insurance Company is a strong and satisfactory showing of results achieved in a year that has not been the most favorable generally to the life insurance business. The statement is accompanied by an extract from the report of Supt. Pierce of the State Insurance Department, in which it is remarked: "The report of the Examiner shows conclusively that the management of the company is satisfactory and for the best interests of the policy holders." Some of the totals of the year's business and the conditions of the company at the beginning of 1897 will indicate the basis for his very favorable finding. The total income in 1896 was \$2,054,540 72, the total disbursements \$1,705,963 40. The total assets admitted by the Insurance Department are \$9,384,857 42. The total liabilities are, \$3,349,112 57, inclusive of the reserve on policies and deferred dividends, leaving the strong surplus of \$1,035,744 85. The President of the Home Life Insurance Company is George E. Ide, and the other officers are Wm. M. St. John, Vice-President; Ellis W. Gladwin, Secretary; F. W. Chapin, Medical Director; Wm. M. Marshall, Actuary, and Wm. G. Low, Counsel.

The Bankers' Gazette.

DIVIDENDS.

Name of Company.	Per Cent.	When Payable.	Books closed. (Days inclusive.)
Railroads (Steam).			
Augusta & Savannah.....	2½	Jan. 15	to Jan. 14
Ga. R. & Banking (quar.).....	2½	Jan. 15	to Jan. 14
Hunt. & Broad Top, com.....	1	Feb. 8	Jan. 17 to Feb. 7
" " pref.....	3½	Feb. 1	Jan. 24 to Feb. 1
Nash. Chatt. & St. L. (quar.).....	2	Feb. 1	Jan. 24 to Feb. 1
Portland & Rochester.....	3	Jan. 15	Jan. 1 to Jan. 15
Street Railways.			
Brooklyn City (quar.).....	2½	Jan. 15	Jan. 10 to Jan. 15
Columbus (O.) Street (quar.).....	1	Feb. 1	Jan. 22 to Jan. 31
New Orleans & Carrollton (qr.).....	1½	Jan. 20	to Jan. 19
St. Charles St. New O., La. (qr.).....	1½	Jan. 23	Jan. 13 to Jan. 22
Fire Insurance.			
Continental.....	10	On dem.	to
Empire City.....	3	On dem.	to
Farragut.....	3	On dem.	to
Home.....	5	On dem.	to
Williamsburg City.....	10	On dem.	to
Miscellaneous.			
Calumet & Hecla Mining.....	85	Feb. 10	to
" " (extra).....	10	Feb. 10	to
Consolidated Coal, Balt. Md. (au'l).....	2	Feb. 1	Jan. 27 to Feb. 1
Street Ry. & Ill. Properties pref.....	3	Feb. 1	Jan. 21 to Jan. 30

* 1 p. c. of this is November dividend deferred.

WALL STREET, FRIDAY, JAN. 15, 1897-5 P. M.

The Money Market and Financial Situation.—In the absence of developments affecting the general situation, Wall Street has been largely interested this week in events of limited significance. Prominent among these was the defeat of the bill for funding the Union Pacific Railway indebtedness to the Government. This action was construed to foreshadow a heavier assessment on Union Pacific stock in the reorganization than had been contemplated, and had a depressing effect.

The unfavorable condition of the bituminous coal trade is having its natural fruitage, and the earnings of some of the bituminous coal roads suggest the desirability of an adjustment of the relations governing this industry.

The importance of the facts shown by the Bureau of Statistics in its recent statement of the foreign trade of the United States can hardly be over-estimated. The statement shows a very large increase in the exports of cotton, breadstuffs and mineral oils. These facts sufficiently account for the abundant supply of foreign exchange. The surplus, however, is readily absorbed by investors, and the amount thus held is reported to be increasing.

The investment demand for securities, especially of high-grade bonds, has been pronounced this week, although the offerings of such securities are limited. Government bonds and the better class of railway bonds have been firm as a result of these conditions.

Money is growing more and more abundant. This is a natural consequence of the largely increased deposits and cash holdings. Rates for both call and time loans are lower.

The open market rates for call loans during the week on stock and bond collaterals have ranged from 1½ to 2 per cent. To-day's rates on call were 1½ to 1¾ per cent. Prime commercial paper is quoted at 3 to 4 per cent.

The Bank of England weekly statement on Thursday showed an increase in bullion of £1,076,190, and the percentage of reserve to liabilities was 50.50, against 44.98 last week; the discount rate remains unchanged at 4 per cent. The Bank of France shows a decrease of 3,343,000 francs in gold and 587,000 francs in silver.

The New York City Clearing-House banks in their statement of Jan. 9 showed an increase in the reserve held of \$15,617,800 and a surplus over the required reserve of \$43,991,450, against \$33,236,950 the previous week.

	1897. Jan. 9.	Differ- ence from Prev. week.	1896 Jan. 11.	1895. Jan. 12.
Capital.....	60,772,700		61,622,700	61,622,700
Surplus.....	74,878,100		73,017,100	72,028,200
Loans & discounts.....	491,116,200	Dec. 229,700	453,216,400	459,652,600
Circulation.....	18,907,800	Dec. 692,300	14,002,600	11,126,500
Net deposits.....	548,938,200	Inc. 172,332,000	491,248,900	555,402,800
Specie.....	70,893,400	Inc. 550,700	71,346,200	75,512,700
Legal tenders.....	104,118,000	Inc. 14,467,100	78,654,100	105,130,200
Reserve held.....	181,001,000	Inc. 150,178,000	150,000,300	180,642,900
Legal reserve.....	137,009,550	Inc. 4,313,300	122,817,200	138,850,700
Surplus reserve.....	43,991,450	Inc. 107,045,000	27,183,100	41,792,200

Foreign Exchange.—The foreign exchange market has been steady to firm, with all offerings readily absorbed by remitters and investors. The easy condition of the money market favors holding long bills here until maturity.

To-day's actual rates of exchange were as follows: Bankers' sixty days' sterling, 48¼@48½; demand, 48½@48¾; cables, 48@48¼.

Posted rates of leading bankers follow:

	January 15.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.....	4 85 @ 4 85½	4 88 @ 4 88½	
Prime commercial.....	4 84 @ 4 84½		
Documentary commercial.....	4 83½ @ 4 84		
Paris bankers' (francs).....	5 18½ @ 5 18½	5 17½ @ 5 18½	
Amsterdam (guldens) bankers.....	40 @ 40½	40½ @ 40½	
Frankfort or Bremen (reichmarks) bankers.....	95 @ 95½	95½ @ 95½	

The following were the rates of domestic exchange on New York at the under-mentioned cities to-day: Savannah, buying 1-16 discount, selling par; Charleston, buying 1-16 discount, selling 1-16 premium; New Orleans, bank, \$1 50 premium commercial, par; Chicago, 50c. per \$1,000 discount; St. Louis, par@35c. per \$1,000 premium.

United States Bonds.—Government bonds have advanced. Sales at the Board include \$90,500 4s. coup., 1925, at 120¼ to 121¼; \$42,000 4s. coup., 1907, at 111¼ to 111½; \$7,500 4s. reg., 1907, at 110¾ to 111; \$1,000 5s. coup., at 114¼, and \$2,000 currency 6s. 98, at 103½ to 103¾. The following are closing quotations:

	Interest Periods	Jan. 9.	Jan. 11.	Jan. 12.	Jan. 13.	Jan. 14.	Jan. 15.
2s. reg. Q.-Moh.	95½	95½	95½	95½	95½	95½	95½
4s. 1907 reg. Q.-Jan.	110¼	111	110¾	110¾	110¾	110¾	110¾
4s. 1907 600p. Q.-Jan.	111¼	111½	111½	111½	111½	111½	111½
4s. 1925 reg. Q.-Feb.	120¾	120¾	120¾	120¾	120¾	120¾	120¾
4s. 1925 600p. Q.-Feb.	120¾	120¾	120¾	120¾	120¾	120¾	120¾
5s. 1904 reg. Q.-Feb.	114	114	114	114	114	114	114
5s. 1904 600p. Q.-Feb.	114¼	114	114	114	114	114	114
6s. our'cy, 98 reg. J. & J.	102½	103¼	102½	102½	102½	102½	102½
6s. our'cy, 98 reg. J. & J.	106	106	106	106	106	106	106
4s. (Cher.) 1896 reg. March.	102½	102½	103	103	103	103	103
4s. (Cher.) 1897 reg. March.	102½	103	103	103	103	103	103
4s. (Cher.) 1898 reg. March.	102½	102½	103	103	103	103	103
4s. (Cher.) 1899 reg. March.	102½	102½	103	103	103	103	103

* This is the price bid at the morning board, no sale was made.

United States Sub-Treasury.—The following table shows the daily receipts and payments at the Sub-Treasury during the week.

Date.	Receipts.	Payments.	Balances.		
			Coin.	Coin Cert's.	Currency.
Jan. 9	\$ 2,211,063	\$ 3,153,429	122,590,584	1,587,068	50,538,514
" 11	3,614,034	4,628,693	122,568,371	1,631,624	49,501,493
" 12	2,416,179	4,061,565	122,585,174	1,506,473	47,964,455
" 13	3,698,065	4,365,169	122,653,377	1,612,452	47,123,538
" 14	5,938,484	4,764,614	122,621,461	1,544,980	45,288,950
" 15	4,445,797	5,971,481	122,078,580	1,634,147	46,624,902
Total	27,223,626	26,950,951			

Coins.—Following are the current quotations in gold for coins:

Sovereigns.....	84 85 @ 84 88	Fine silver bars.....	61½ @ 61½	85½
Napoleons.....	3 85 @ 3 88	Five francs.....	93 @ 93	95½
X & Reichmarks.....	4 74 @ 4 78	Mexican dollars.....	50½ @ 50½	51½
25 Pesetas.....	4 77 @ 4 83	Do uncom'cial.....	— @ —	—
Span. Doubloons.....	15 55 @ 15 75	Peruvian sols.....	45½ @ 45½	46
Mex. Doubloons.....	15 50 @ 15 75	English silver.....	480 @ 480	488
Fine gold bars.....	par @¼ prem.	U. S. trade dollars.....	65 @ 65	75

State and Railroad Bonds.—Sales of State bonds at the Board include \$13,000 Tenn. Settlement 3s at 80, \$24,000 Virginia fund debt 2-3s of 1891 at 61¼ to 62 and \$10,000 Virginia 6s, deferred trust receipts, stamped, at 6½.

The railway bond market reflects a steadily increasing demand for investment securities. The business in this department has been well distributed, and includes a considerable proportion of high-grade issues. The market has been firm, and changes in quotations, although unimportant in some cases, are generally to a higher level. The active list includes Atchison, St. Louis & S. F., Mo. Kan. & Texas, Kansas Pacific, Texas & Pacific, Rio Grande West., Burlington & Quincy, Rock Island, Union Pacific, North West., Chic. & No. Pacific, Mil. & St. Paul, Duluth & Iron Range, Ore. Ry. & Nav., No. Pacific, St. Paul M. & O., Chic. & Erie, Wabash, Erie, Ches. & Ohio, Richmond & Danville, Southern Ry., Reading, Lake Shore, New York Central and West Shore bonds.

Railroad and Miscellaneous Stocks.—The market for stocks has been dull and narrow throughout the week until to-day, when there was more activity than of late and a general advance in prices. The most prominent feature of the railroad list was Wheeling & Lake Erie, which declined on rumors of the financial condition of the company and the possibility of a receiver. The preferred stock, which sold last week at 30¼, dropped to 13, and the common declined from 6¼ on Monday to 2¼ on Thursday. Union Pacific lost 2½ points on Monday, when it was announced that the funding bill had been killed in the Lower House of Congress. Central of New Jersey recovered 2½ per cent of its recent decline. Delaware & Hudson Canal has continued weak on limited offerings. Manhattan Elevated has fluctuated over a range of 4 points and closes with a net gain of 3½.

The miscellaneous list has generally advanced. Chicago Gas gained 3½ per cent on the expectation that the consolidation of the companies will be effected. U. S. Leather preferred advanced 2½ points on dividend rumors and reports that the annual statement of the company will show that its financial affairs have improved. Tenn. Coal Iron & Ry. was strong on new accessions to the directory. American Sugar has gained 3½ points on relatively limited transactions.

NEW YORK STOCK EXCHANGE—ACTIVE STOCKS for week ending JAN. 15, and since JAN. 1, 1897.

HIGHEST AND LOWEST PRICES.						STOCKS.	Sales of the Week, Shares.	Range for year 1897. [On basis of 100-share lots.]	
Saturday, Jan. 9.	Monday, Jan. 11.	Tuesday, Jan. 12.	Wednesday, Jan. 13.	Thursday, Jan. 14.	Friday, Jan. 15.			Lowest.	Highest.
14 14	13 14	14 14	14 14	14 14	14 14	Active R.R. Stocks.			
23 23	22 23	23 23	23 23	23 23	23 23	At Top & S. Fe, all instal. paid	3,855	13 1/4 Jan. 8	14 1/4 Jan. 4
17 17	17 17	17 17	17 17	17 17	17 17	Do	13,972	22 1/2 Jan. 11	24 1/4 Jan. 15
18 18	18 18	18 18	18 18	18 18	18 18	Atlantic & Pacific	2,710	14 1/4 Jan. 13	15 1/4 Jan. 14
56 56	55 56	55 56	55 56	55 56	55 56	Baltimore & Ohio	5,805	14 1/4 Jan. 13	15 1/4 Jan. 14
45 45	44 47	45 45	44 44	45 45	44 44	Brooklyn Rapid Transit	945	14 1/4 Jan. 13	15 1/4 Jan. 14
100 102	100 101	100 101	101 101	102 102	101 102	Canadian Pacific	2,000	58 1/4 Jan. 8	59 1/4 Jan. 8
14 14	14 14	14 14	14 14	14 14	14 14	Central Southern	620	44 1/4 Jan. 13	46 1/4 Jan. 6
17 17	17 17	17 17	17 17	17 17	17 17	Central of New Jersey	3,461	99 1/4 Jan. 7	102 1/4 Jan. 6
18 18	18 18	18 18	18 18	18 18	18 18	Central Pacific	3,303	13 1/4 Jan. 1	15 1/4 Jan. 5
71 71	71 71	71 71	71 71	71 71	71 71	Chesapeake & Ohio	5,069	16 1/4 Jan. 4	18 1/4 Jan. 7
160 160	160 160	160 160	160 160	160 160	160 160	Chicago & Alton	25	16 1/4 Jan. 11	18 1/4 Jan. 11
71 71	71 71	71 71	71 71	71 71	71 71	Chicago Burlington & Quincy	39,409	69 1/4 Jan. 3	71 1/4 Jan. 15
40 40	40 40	40 40	40 40	40 40	40 40	Chicago & Eastern Illinois			
95 101	95 101	95 101	95 101	95 101	95 101	Do			
74 74	73 74	74 74	74 74	74 74	74 74	Chicago Milwaukee & St. Paul	55,077	72 1/4 Jan. 5	75 1/4 Jan. 5
131 131	131 131	131 131	131 131	131 131	131 131	Do	559	131 Jan. 6	131 Jan. 6
102 102	102 102	102 102	102 102	102 102	102 102	Chicago & Northwestern	3,985	102 1/4 Jan. 2	104 1/4 Jan. 6
153 153	151 151	153 153	153 153	153 153	153 153	Do	144	153 Jan. 12	153 Jan. 12
66 66	66 66	66 66	66 66	66 66	66 66	Chicago Rock Island & Pacific	11,923	65 1/4 Jan. 5	65 1/4 Jan. 15
48 48	48 48	48 48	48 48	48 48	48 48	Chicago St. Paul Minn. & Om.	6,890	47 1/4 Jan. 8	50 1/4 Jan. 8
130 137	130 137	130 137	130 137	130 137	130 137	Do	13	133 Jan. 7	133 Jan. 11
28 28	28 28	28 28	28 28	28 28	28 28	Cleveland, Cin. & St. L.	1,225	26 1/4 Jan. 2	29 1/4 Jan. 15
17 17	17 17	17 17	17 17	17 17	17 17	Do	100	73 Jan. 4	73 Jan. 4
50 57	48 57	48 57	48 57	48 57	48 57	Columbus Hooking Val. & Tol	1,225	16 Jan. 14	18 Jan. 8
110 117	110 117	110 117	110 117	110 117	110 117	Do			
155 157	155 157	155 157	155 157	155 157	155 157	Delaware & Hudson	11,438	110 1/4 Jan. 11	121 1/4 Jan. 6
						Delaware Lackawanna & West	307	155 Jan. 11	157 Jan. 6
						Denver & Rio Grande			
						Do	200	42 1/4 Jan. 13	42 1/4 Jan. 13
						Erie	1,030	14 1/4 Jan. 11	15 1/4 Jan. 7
						Do	802	31 Jan. 11	34 1/4 Jan. 8
						Do	393	20 Jan. 13	21 Jan. 15
						Evansville & Terre Haute			
						Great Northern, pref.			
						Illinois Central	794	92 1/4 Jan. 8	93 1/4 Jan. 13
						Iowa Central	150	25 Jan. 4	25 1/4 Jan. 15
						Do	250	25 Jan. 4	25 1/4 Jan. 15
						Lake Erie & Western			
						Do	525	67 1/4 Jan. 12	69 1/4 Jan. 5
						Lake Shore & Mich. Southern	540	152 Jan. 2	152 1/4 Jan. 5
						Long Island	1,390	47 Jan. 2	55 Jan. 8
						Louisville & Nashville	21,758	47 1/4 Jan. 5	50 1/4 Jan. 8
						Louisville, New Albany & Ohio	100	87 1/4 Jan. 11	91 1/4 Jan. 11
						Do			
						Manhattan Elevated, consol.	17,213	87 1/4 Jan. 11	91 1/4 Jan. 15
						Metropolitan Traction	250	10 1/4 Jan. 2	10 1/4 Jan. 5
						Michigan Central	155	91 Jan. 12	91 Jan. 12
						Minneapolis & St. Louis	100	19 Jan. 6	19 1/4 Jan. 12
						Do	70	77 Jan. 6	78 Jan. 12
						Do			
						Missouri Kansas & Texas	2,160	14 1/4 Jan. 4	14 1/4 Jan. 15
						Do	7,758	28 1/4 Jan. 8	31 1/4 Jan. 13
						Missouri Pacific	7,298	20 Jan. 4	21 1/4 Jan. 8
						Mobile & Ohio	470	21 1/4 Jan. 14	22 1/4 Jan. 12
						Nashv. Chattanooga & St. Louis			
						New England	1,288	92 1/4 Jan. 5	94 1/4 Jan. 11
						New York Central & Hudson	100	11 1/4 Jan. 5	11 1/4 Jan. 13
						New York Chicago & St. Louis	5,725	13 1/4 Jan. 13	14 1/4 Jan. 13
						Do			
						New York New Haven & Hart.	207	178 Jan. 11	178 Jan. 4
						New York Ontario & Western	3,266	14 1/4 Jan. 1	15 1/4 Jan. 7
						New York Susq. & West., new			
						Do	1,390	23 1/4 Jan. 4	25 Jan. 9
						Norfolk & Western, all instal. pd.			
						Do pref. tr. & ex. all ins. pd.	2,321	13 1/4 Jan. 2	14 1/4 Jan. 6
						Nor. Pacific Ry. voting tr. & ex.	5,823	32 1/4 Jan. 8	34 1/4 Jan. 6
						Or. RR. & Nav. Co. vot. tr. & ex.	36	15 Jan. 13	15 Jan. 15
						Do pref. vot. tr. & ex.	1,837	3 1/4 Jan. 8	4 1/4 Jan. 15
						Phila. & Reading all instal. pd.	21,159	28 1/4 Jan. 5	27 1/4 Jan. 9
						Pittsburg Cinn. Ohio. & St. L.	590	2 1/4 Jan. 11	1 1/4 Jan. 15
						Do			
						Rio Grande Western	100	117 1/4 Jan. 15	118 Jan. 2
						Rome Watertown & Ogdensb.			
						St. Louis A. & T. H. R. r. r. r.			
						St. L. & San Fr., vot. tr. & ex.			
						Do			
						Do			
						St. Louis Southwestern	100	4 1/4 Jan. 6	4 1/4 Jan. 13
						Do	545	10 Jan. 6	10 1/4 Jan. 15
						St. Paul & Duluth	300	20 Jan. 4	2 1/4 Jan. 13
						Do			
						St. Paul Minn. & Manitoba	4	112 Jan. 1	113 Jan. 2
						Southern Pacific Co.	1,771	18 1/4 Jan. 11	18 1/4 Jan. 8
						Southern, voting trust, cert.	2,739	9 1/4 Jan. 13	9 1/4 Jan. 8
						Do pref. voting trust, cert.	10,306	26 Jan. 4	28 1/4 Jan. 15
						Texas & Pacific	2,050	8 1/4 Jan. 2	9 1/4 Jan. 7
						Union Pacific trust receipts	88,555	6 1/4 Jan. 11	10 Jan. 6
						Union Pacific Denver & Gulf	150	2 1/4 Jan. 14	2 1/4 Jan. 6
						Wabash	2,198	6 1/4 Jan. 4	6 1/4 Jan. 13
						Do	3,615	15 1/4 Jan. 13	15 1/4 Jan. 15
						Wheeling & Lake Erie	53,440	2 1/4 Jan. 11	2 1/4 Jan. 2
						Do	6,051	11 Jan. 11	29 Jan. 5
						Wis. Cen. Co. voting tr. & ex.			
						Miscellaneous Stocks.			
						American Cotton Oil Co.	490	12 1/4 Jan. 4	11 1/4 Jan. 6
						Do	1,039	54 1/4 Jan. 2	56 1/4 Jan. 6
						American Spirits Mfg. Co.	10,826	11 1/4 Jan. 5	10 1/4 Jan. 15
						Do	1,325	26 Jan. 5	30 1/4 Jan. 11
						American Sugar Refining Co.	140,912	11 Jan. 8	1 1/4 Jan. 15
						Do	1,257	100 Jan. 7	102 1/4 Jan. 15
						American Tobacco Co.	17,040	7 1/4 Jan. 15	7 1/4 Jan. 14
						Do	1,249	103 1/4 Jan. 15	104 1/4 Jan. 14
						Bay State Gas	3,005	11 1/4 Jan. 7	13 1/4 Jan. 6
						Chicago Gas Co., cert. of dep.	42,695	73 1/4 Jan. 5	78 1/4 Jan. 15
						Consolidated Gas Company	4,163	136 1/4 Jan. 2	145 1/4 Jan. 6
						General Electric Co.	9,140	32 1/4 Jan. 11	34 1/4 Jan. 4
						National Lead Co.	1,438	87 1/4 Jan. 14	89 1/4 Jan. 15
						Do	300	4 1/4 Jan. 2	4 1/4 Jan. 4
						North American Co.	1,863	24 Jan. 9	25 1/4 Jan. 15
						Pacific Mail			
						Pipe Line Certificates	1,448	152 Jan. 2	155 Jan. 15
						Pullman Palace Car Company	8,000		
						Silver Bullion Certificates			
						Standard Rope & Twine	1,853	10 1/4 Jan. 4	11 1/4 Jan. 15
						Tennessee Coal Iron & R.R.	29,082	25 1/4 Jan. 8	25 1/4 Jan. 15
						United States Leather Co.	700	8 1/4 Jan. 11	9 Jan. 2
						Do	10,937	58 1/4 Jan. 7	61 1/4 Jan. 13
						United States Rubber Co.	1,244	24 Jan. 5	25 Jan. 6
						Do	210	75 1/4 Jan. 14	76 1/4 Jan. 5
						Western Union Telegraph	8,100	82 1/4 Jan. 4	84 1/4 Jan. 15

* These are bid and asked; no sale made.

* Less than 100 shares.

NEW YORK STOCK EXCHANGE PRICES (Continued)—INACTIVE STOCKS. († Indicates actual sales.)

INACTIVE STOCKS † Indicates unlisted.					INACTIVE STOCKS. † Indicates unlisted.				
	Jan. 15.		Range (sales) in 1897.			Jan. 15.		Range (sales) in 1897.	
	Bid.	Ask.	Lowest.	Highest.		Bid.	Ask.	Lowest.	Highest.
Railroad Stocks.									
Albany & Susquehanna.....	100	172	87 1/2 Jan.	9 1/2 Jan.	Miscellaneous Stocks.				
Ann Arbor.....	100	124 1/2	23 Jan.	24 1/2 Jan.	Adams Express.....	100	150	150 Jan.	155 Jan.
Preferred.....	100	3	6		American Bank Note Co.†.....	25	111	125 Jan.	125 Jan.
Balt. & O. S. Y. Air Line pref.....	100	105	105 Jan.	105 Jan.	American Express.....	100	110	110 Jan.	111 Jan.
Brooklyn Elevated.....	100	4	6		Amer. Telegraph & Cable.....	100	85	90 Jan.	91 1/2 Jan.
Buffalo Rochester & Pittsburg.....	100	16 1/2	22 1/2 Jan.	22 1/2 Jan.	Brooklyn Union Gas.....	100	89	85 Jan.	88 Jan.
Preferred.....	100	4	6		Brushwick Company.....	100	89	85 Jan.	88 Jan.
Burl. Cedar Rapids & Nor.....	100	71	76		Chic. June. Ry. & Stock Yards.....	100	100		
Chicago Great Western.....	100	4	4 1/2 Jan.	5 Jan.	Colorado Coal & Iron Devel.....	100	100		
Clev. Lorain & Wheel.....	100	166	170		Colorado Fuel & Iron.....	100	124 1/2	24 Jan.	24 1/2 Jan.
Cleveland & Pittsburg.....	50	18 1/2	8 1/2 Jan.	8 1/2 Jan.	Preferred.....	100	4	4 1/2 Jan.	4 1/2 Jan.
Des Moines & Fort Dodge.....	100	50			Commercial Cable.....	100	150	155	
Preferred.....	100	3 1/2	5		Consol. Coal of Maryland.....	100	137 1/2	37 1/2 Jan.	37 1/2 Jan.
Duluth & St. Paul & Atlantic.....	100	39	45	39 1/2 Jan.	Detroit Gas.....	100	101 1/2	103	101 1/2 Jan.
Preferred.....	100	39	45	39 1/2 Jan.	Edison Elec. Ill. of N. Y.....	100	65 1/2	64 1/2 Jan.	65 Jan.
Evansville & Terre H. pref.....	100	181	182	40 1/2 Jan.	Edison Elec. Ill. of Brooklyn.....	100	137	64 1/2 Jan.	65 Jan.
Flat & Pere Marquette.....	100	5	7		Illinois Steel.....	100	23	23 1/2 Jan.	24 1/2 Jan.
Preferred.....	100	2	3		Interior Conduit & Ins.....	100	70	80	
Kansas & Michigan.....	100	13 1/2	14 1/2		Laclede Gas.....	100	40	55	
Kankakee & Des Moines.....	100	18	8 Jan.	8 Jan.	Preferred.....	100	12	12 Jan.	12 Jan.
Preferred.....	100	18	1 1/2 Jan.	1 1/2 Jan.	Maryland Coal, pref.....	100	50	50 Jan.	50 Jan.
Mexican Central.....	100	165	164 Jan.	165 Jan.	Michigan Peninsula Car Co.....	100	50	50 Jan.	51 Jan.
Mexican National tr. cfs.....	100	120	119 Jan.	120 1/2 Jan.	Preferred.....	100	150	155	
Monroe & Essex.....	100	5			Minnesota Iron.....	100	14	14 1/2	
N. Y. Lack. & Western.....	100	5			National Lined Oil Co.....	100	5	7	5 Jan.
Norfolk & Southern.....	100	15	14 1/2 Jan.	15 Jan.	National Starch Mfg. Co.....	100	5	8	
Or. Sh. Line & U. N. tr. rec. all pd. 100	100	2	2 1/2 Jan.	2 1/2 Jan.	New Central Coal.....	100	10 1/2	11	10 Jan.
Peoria Decatur & Evansville.....	100	166	170	165 Jan.	Ontario Silver Mining.....	100	300		
Peoria & Eastern.....	100	181	182		Oregon Improv't Co. tr. recs.....	100	11 1/2	1 1/2 Jan.	1 1/2 Jan.
Pitts. Ft. W. & Chic. guar.....	100	20	35		Pennsylvania Coal.....	100	12	12 Jan.	12 Jan.
Pitts. & West pref.....	100	50	73		Quicksilver Mining.....	100	102	102 Jan.	102 Jan.
Rock Island & Western pref.....	100	5			Standard Gas, pref.....	100	100	100	
Toledo & Ohio Central.....	100	5			Tennessee Coal & Iron, pref.....	100	100	100	
Preferred.....	100	5			Texas Pacific Land Trust.....	100	100	100	
Tol. St. L. & Kan. City.....	100	5			U. S. Express.....	100	96	97 1/2 Jan.	99 Jan.
Preferred.....	100	5			Wells Fargo Express.....	100	96	97 1/2 Jan.	99 Jan.

* No price Friday; latest price this week. † Actual sales.

NEW YORK STOCK EXCHANGE PRICES.—STATE BONDS JANUARY 15.

SECURITIES.			SECURITIES.			SECURITIES.		
	Bid.	Ask.		Bid.	Ask.		Bid.	Ask.
Alabama—Class A, 4 to 5.....	1906	101	Missouri—Fund.....	1894-1895		Tennessee—6s, old.....	1892-1898	
Class B, 5s.....	1906	103	North Carolina—6s, old.....	J&J		6s, new bonds.....	1892-1890	
Class C, 4s.....	1906	96	Funding act.....	1900		do new series.....	1914	
Arkansas—6s, fund, Hol.....	1899	94	New bonds, J&J.....	1892-1898		Comproline, 3-4-5 6s.....	1912	
do, non-Holford.....			Chatham RR.....			3s.....	1913	
Arkansas Central RR.....			Consolidated 4s.....	1910		Redemption 4s.....	1913	
Louisiana—7s, cons.....	1914		6s.....	1919		Penitentiary 4s.....	1913	
Stamped 4s.....			South Carolina—4s, 20-40.....	1933		Virginia funded debt, 2-3s.....	1991	
New consols. 4s.....	1914	95	6s, non-fund.....	1888		6s, deferred 2 1/2 t rec'ta, stamped	8	6 1/2

New York City Bank Statement for the week ending Jan. 9, 1897. We omit two ciphers (00) in all cases.

BANKS. (00s omitted.)	Capital	Surpl's	Loans.	Specie.	Legals.	Deposits.
Bank of New York.....	\$2,000,000	\$1,918,000	\$12,440,000	\$2,080,000	\$1,870,000	\$12,720,000
Manhattan Co.....	2,000,000	2,143,000	13,297,000	2,000,000	3,308,000	16,722,000
Mechanics.....	2,000,000	1,048,000	9,718,000	2,704,000	3,021,000	13,705,000
Mechanics.....	2,000,000	2,209,000	9,183,000	1,157,000	2,339,000	9,267,000
America.....	1,500,000	2,508,000	18,493,000	2,382,000	3,510,000	21,716,000
Phenix.....	1,000,000	361,000	4,097,000	281,000	834,000	3,948,000
City.....	1,000,000	3,658,000	23,520,000	4,009,000	6,551,000	30,735,000
Traders' & Bankers'.....	750,000	865,000	2,057,000	213,000	515,000	1,885,000
Chemical.....	300,000	7,381,000	23,275,000	3,762,000	4,614,000	23,862,000
Merchants' Exch'ge.....	600,000	135,000	4,300,000	824,000	752,000	5,139,000
Callahan.....	1,000,000	1,648,000	6,146,000	558,000	1,306,000	5,232,000
Butcher's & Drovers'.....	300,000	209,000	1,230,000	154,000	149,000	1,222,000
Me. hanties & Trad's.....	400,000	278,000	1,850,000	265,000	540,000	2,210,000
Greenwich.....	200,000	158,000	938,000	115,000	231,000	940,000
Leather Manuf'rs.....	600,000	495,000	3,476,000	342,000	1,454,000	4,182,000
Serv. mch.....	1,000,000	1,000,000	1,326,000	251,000	330,000	1,806,000
State of New York.....	1,200,000	500,000	3,250,000	143,000	614,000	2,571,000
American Exchange.....	5,000,000	2,482,000	24,103,000	1,643,000	5,610,000	20,588,000
Commerce.....	5,000,000	3,672,000	22,959,000	2,029,000	5,072,000	19,288,000
Broadway.....	1,000,000	1,065,000	5,524,000	725,000	924,000	7,016,000
Mercantile.....	1,000,000	1,000,000	7,644,000	789,000	1,439,000	9,872,000
Pacific.....	422,000	482,000	2,281,000	412,000	738,000	3,020,000
Republic.....	1,500,000	938,000	11,502,000	2,301,000	1,325,000	12,639,000
Chatham.....	450,000	980,000	5,941,000	550,000	1,105,000	6,006,000
Peoples'.....	200,000	2,008,000	12,508,000	1,770,000	706,000	14,984,000
North America.....	700,000	593,000	5,861,000	870,000	831,000	6,147,000
Hanover.....	1,000,000	2,063,000	17,748,000	4,836,000	2,454,000	22,327,000
Irving.....	500,000	355,000	2,807,000	264,000	553,000	2,781,000
Peoples'.....	900,000	413,000	2,708,000	498,000	613,000	3,382,000
Nassau.....	500,000	276,000	2,140,000	187,000	661,000	2,755,000
Market & Fulton.....	900,000	1,026,000	5,698,000	590,000	601,000	5,308,000
Shoe & Lea her.....	1,000,000	1,054,000	3,119,000	372,000	525,000	3,240,000
Corn Exchange.....	1,000,000	1,292,000	9,177,000	1,357,000	1,577,000	10,581,000
Continental.....	1,000,000	2,318,000	4,691,000	556,000	1,805,000	6,455,000
Oriental.....	300,000	408,000	1,743,000	152,000	396,000	1,700,000
Importers & Trad'rs.....	1,500,000	5,715,000	22,925,000	3,165,000	4,929,000	24,693,000
Park.....	2,000,000	3,253,000	24,068,000	6,771,000	6,316,000	31,833,000
East River.....	250,000	141,000	1,143,000	152,000	396,000	1,320,000
Fourth.....	3,000,000	2,110,000	20,044,000	2,816,000	4,154,000	22,334,000
Central.....	2,000,000	549,000	8,839,000	1,215,000	3,517,000	11,617,000
Second.....	300,000	682,000	4,489,000	819,000	1,133,000	5,726,000
Ninth.....	750,000	350,000	3,181,000	354,000	1,896,000	4,624,000
First.....	500,000	7,035,000	24,320,000	3,552,000	3,018,000	24,650,000
Third.....	1,000,000	369,000	14,833,000	1,935,000	9,233,000	19,066,000
N. Y. Nat'l Exch'ge.....	300,000	71,000	1,313,000	133,000	192,000	1,203,000
Bowery.....	250,000	601,000	2,811,000	422,000	750,000	3,441,000
New York County.....	200,000	422,000	2,418,000	582,000	291,000	3,125,000
German American.....	300,000	1,262,000	5,390,000	1,054,000	691,000	6,073,000
Chase.....	500,000	1,500,000	15,932,000	3,884,000	2,139,000	19,774,000
Fifth Avenue.....	100,000	1,087,000	6,973,000	1,163,000	1,125,000	7,858,000
German Exchange.....	200,000	606,000	2,452,000	268,000	663,000	3,180,000
Germania.....	200,000	679,000	3,218,000	514,000	318,000	4,001,000
United States.....	500,000	839,000	4,044,000	1,709,000	1,270,000	6,492,000
Lincoln.....	200,000	615,000	5,492,000	831,000	1,270,000	6,492,000
Garfield.....	200,000	708,000	3,483,000	820,000	797,000	4,664,000
Bank of the Metrop.....	200,000	314,000	1,595,000	209,000	288,000	1,681,000
West Side.....	200,000	803,000	4,446,000	801,000	1,167,000	5,965,000
Seaboard.....	500,000	301,000	6,748,000	748,000	1,882,000	7,447,000
Sixth.....	200,000	347,000	1,658,000	178,000	210,000	1,439,000
Western.....	2,100,000	420,000	11,771,000	837,000	2,645,000	11,960,000
First Nat. Bk.....	200,000	940,000	5,390,000	1,054,000	1,022,000	6,362,000
Nat. Union Bank.....	1,200,000	531,000	8,747,000	1,551,000	852,000	8,285,000
Liberty Nat. Bank.....	500,000	236,000	2,367,000	304,000	377,000	2,409,000
N. Y. Prod. Exch'ge.....	1,000,000	318,000	3,283,000	566,000	311,000	2,949,000
Total.....	60,772,000	74,888,000	491,116,000	78,893,000	104,108,000	548,038,000

New York City, Boston and Philadelphia Banks:

BANKS.	Capital & Surplus.	Loans.	Specie.	Legals.	Deposits.	Over'n	Clearings.
N. Y.	\$	\$	\$	\$	\$	\$	\$
Dec. 12.....	134,521,4	483,503,5	76,648,1	84,109,5	518,605,0	19,841,3	576,340,9
" 19.....	134,658,1	487,016,0	77,251,6	86,920,0	523,589,9	19,797,1	623,405,2
" 26.....	134,658,1	487,673,3	76,708,0	89,001,2	525,837,2	19,760,0	489,251,3
Jan. 2.....	135,660,8	491,375,9	76,342,3	89,640,9	530,785,0	19,600,1	525,331,5
" 9.....	135,660,8	491,116,2	76,893,0	104,108,0	548,038,2	19,907,8	710,293,4
Bos.							
Dec. 26.....	69,351,8	164,850,0	10,402,0	8,572,0	151,681,0	9,963,0	74,983,3
Jan. 2.....	69,351,8	166,322,0	10,710,0	8,165,0	155,302,0	9,890,0	95,372,4
" 9.....	69,351,8	168,294,0	10,974,0	7,456,0	158,506,0	9,958,0	104,887,5
Phila.							
Dec. 26.....	35,263,0	100,409,0	29,670,0	99,426,0	7,040,0	51,553,3	
" 2.....	35,263,0	100,333,0	31,596,0	102,444,0	7,179,0	52,575,2	
" 9.....	35,263,0	100,382,0	35,104,0	103,449,0	7,061,0	71,160,5	

BOSTON, PHILADELPHIA AND BALTIMORE STOCK EXCHANGES.

Active Stocks. † Indicates unlisted.	Share Prices — not Per Centum Prices.							Sales of the Week Shares.	Range of sales in 1817.	
	Saturday, Jan. 9.	Monday, Jan. 11.	Tuesday, Jan. 12.	Wednesday, Jan. 13.	Thursday, Jan. 14.	Friday, Jan. 15.				
Atch. T. & S. Fe ¹ (Boston).....	100	14 14	13 13 1/2	14 14 1/2	14 14	14 1/2 14 1/2	3,111	13 1/2 Jan. 11	14 1/2 Jan. 15	
Atlantic & Pac. " " " " " "	100	25 25	25 25	25 25	25 25	25 25	1,450	18 Jan. 8	37 1/2 Jan. 12	
Baltimore & Ohio (Balt.).....	100		14 1/2 15 1/2	16 1/2 17 1/2	14 1/2 15 1/2	14 1/2 15 1/2	330	17 1/2 Jan. 8	17 1/2 Jan. 12	
Balt. City Passenger " " " "	25	60 60	60 60	59 59	59 59	59 59	330	59 1/2 Jan. 13	62 1/2 Jan. 15	
Baltimore Traction " " " "	25	17 17 1/2	17 17 1/2	17 17 1/2	17 17 1/2	17 17 1/2	302	17 1/2 Jan. 12	17 1/2 Jan. 15	
Baltimore Trac'n (Phila.).....	25		17 17 1/2	17 17 1/2	17 17 1/2	17 17 1/2		17 1/2 Jan. 12	17 1/2 Jan. 15	
Boston & Albany (Boston).....	100	210 210	210 210	210 210	210 210	210 210	88	209 Jan. 4	210 Jan. 8	
Boston & Lowell " " " "	100	208 207	207 207	207 207	207 207	207 207	83	205 Jan. 2	207 Jan. 6	
Boston & Maine " " " "	100	164 164	165 165	165 165	164 165	165 165	92	162 Jan. 2	165 Jan. 12	
Central of Mass. " " " "	100	10 10	10 11	10 11	10 11	10 11		10 1/2 Jan. 7	10 1/2 Jan. 7	
Preferred " " " "	100	56 56	56 56	56 56	56 56	56 56		57 Jan. 6	57 1/2 Jan. 4	
O. & A. Bur. & Quin. " " " "	100	71 71 1/2	70 71 1/2	71 71 1/2	72 72 1/2	72 72 1/2	8,281	69 1/2 Jan. 5	74 1/2 Jan. 13	
Ohio, Mil. & St. P. (Phila.).....	100	74 74 1/2	74 74 1/2	74 74 1/2	74 74 1/2	74 74 1/2	7,500	73 Jan. 4	75 1/2 Jan. 13	
Ohio & A. Ry. Ind. " " " "	100	75 75 1/2	75 75 1/2	75 75 1/2	75 75 1/2	75 75 1/2	4,148	73 Jan. 2	81 Jan. 14	
Ohio & A. Ry. Ind. " " " "	100	75 75 1/2	75 75 1/2	75 75 1/2	75 75 1/2	75 75 1/2	4,148	73 Jan. 2	81 Jan. 14	
Pittsburg pref. (Boston).....	100	91 91 1/2	91 92	91 92	91 92	91 91 1/2	234	91 Jan. 14	92 Jan. 8	
Lehigh Valley " (Phila.).....	50	30 30 1/2	29 30 1/2	30 30 1/2	30 30 1/2	30 30 1/2	6,226	29 1/2 Jan. 12	30 1/2 Jan. 8	
Metropolitan Trac. " " " "	100	110 110	110 110	110 110	110 110	110 110	100	109 Jan. 2	110 1/2 Jan. 8	
Mexican Cent'l (Boston).....	100	8 8	7 7 1/2	7 7 1/2	7 7 1/2	7 7 1/2	385	7 1/2 Jan. 12	8 Jan. 8	
New England " " " "	100		60 60	60 60	60 60	60 60		60 Jan. 4	61 1/2 Jan. 7	
Preferred " " " "	100	60 60	60 60	60 60	60 60	60 60		60 Jan. 4	61 1/2 Jan. 7	
Northern Central (Balt.).....	100	13 1/2 13 1/2	13 1/2 13 1/2	13 1/2 13 1/2	13 1/2 13 1/2	13 1/2 13 1/2	490	13 1/2 Jan. 5	14 1/2 Jan. 13	
Northern Pacific (Phila.).....	100	32 32 1/2	32 32 1/2	32 32 1/2	32 32 1/2	32 32 1/2	101	33 Jan. 15	33 1/2 Jan. 7	
Preferred " " " "	100	32 32 1/2	32 32 1/2	32 32 1/2	32 32 1/2	32 32 1/2	352	31 1/2 Jan. 5	31 1/2 Jan. 2	
Old Colony " (Boston).....	100	176 177	177 177	177 177	177 177	177 177	3,880	176 Jan. 5	177 1/2 Jan. 13	
Pennsylvania " (Phila.).....	50	51 52	51 52	51 52	51 52	51 52	22,183	51 1/2 Jan. 5	52 1/2 Jan. 13	
Phil. & Reading " " " "	50	13 13 1/2	13 13 1/2	13 13 1/2	13 13 1/2	13 13 1/2	3,988	13 1/2 Jan. 5	13 1/2 Jan. 13	
Philadelphia Trac. " " " "	50	68 68 1/2	68 68 1/2	68 68 1/2	68 68 1/2	68 68 1/2	762	68 1/2 Jan. 5	69 1/2 Jan. 13	
Union Pacific " (Boston).....	100	8 8 1/2	8 8 1/2	8 8 1/2	8 8 1/2	8 8 1/2	11,909	8 1/2 Jan. 5	10 1/2 Jan. 13	
Union Traction " (Phila.).....	50	9 9 1/2	9 9 1/2	9 9 1/2	9 9 1/2	9 9 1/2		9 1/2 Jan. 5	10 1/2 Jan. 13	
Miscellaneous Stocks.										
Am. Sugar Refin. (Boston).....	100	111 111 1/2	111 111 1/2	111 111 1/2	111 111 1/2	111 111 1/2	15,716	110 Jan. 5	115 Jan. 13	
Preferred " " " "	100	101 101 1/2	101 101 1/2	101 101 1/2	101 101 1/2	101 101 1/2	517	100 1/2 Jan. 4	102 Jan. 13	
Bell Telephone " " " "	100	209 209 1/2	209 210 1/2	209 210 1/2	209 210 1/2	209 210 1/2	426	205 1/2 Jan. 4	210 1/2 Jan. 11	
Bost. & Montana " " " "	25	97 98 1/2	98 98 1/2	98 98 1/2	98 98 1/2	98 98 1/2	15,998	94 1/2 Jan. 4	100 1/2 Jan. 13	
Butte & Boston " " " "	25	6 6 1/2	6 6 1/2	6 6 1/2	6 6 1/2	6 6 1/2	18,530	6 Jan. 11	8 Jan. 5	
Calumet & Hecla " (Balt.).....	100	340 340	340 347 1/2	347 347 1/2	347 347 1/2	347 347 1/2	692	336 Jan. 12	350 Jan. 13	
Canton Co. " " " "	100	81 82	81 82	81 82	81 82	81 82	80	80 Jan. 8	82 Jan. 13	
Consolidated Gas " " " "	100	28 28 1/2	28 28 1/2	28 28 1/2	28 28 1/2	28 28 1/2	548	28 1/2 Jan. 7	29 1/2 Jan. 13	
Elec. Stor. Bat'y (Phila.).....	100	30 30 1/2	30 30 1/2	30 30 1/2	30 30 1/2	30 30 1/2	90	30 Jan. 5	31 Jan. 8	
Preferred " " " "	100	65 66	66 66 1/2	66 66 1/2	66 66 1/2	66 66 1/2	735	64 1/2 Jan. 4	66 1/2 Jan. 11	
Erie Telephone (Boston).....	100	33 34	33 33 1/2	33 33 1/2	33 33 1/2	33 33 1/2	1,618	32 1/2 Jan. 2	34 1/2 Jan. 4	
General Electric " " " "	100	77 77 1/2	77 77 1/2	77 77 1/2	77 77 1/2	77 77 1/2	1,098	74 Jan. 2	77 1/2 Jan. 7	
Preferred " " " "	100	33 37 1/2	31 36	34 35	33 34	32 34	2,754	31 1/2 Jan. 11	38 1/2 Jan. 7	
Illinois Steel " " " "	100	21 22	22 23	22 23	22 23	22 23	596	20 1/2 Jan. 2	23 Jan. 9	
Lansdown Store " " " "	50	41 41 1/2	41 41 1/2	41 41 1/2	41 41 1/2	41 41 1/2	18	41 Jan. 11	42 1/2 Jan. 14	
Lehigh Valley " (Phila.).....	50	102 102	102 102	102 102	102 102	102 102	339	101 1/2 Jan. 2	102 Jan. 4	
M. E. Telephone (Boston).....	100	14 14	13 13 1/2	13 13 1/2	13 13 1/2	13 13 1/2	1,254	14 Jan. 5	14 1/2 Jan. 8	
P. & H. Telephone " (Boston).....	100	71 71 1/2	71 71 1/2	71 71 1/2	71 71 1/2	71 71 1/2	531	71 Jan. 4	72 1/2 Jan. 13	
Unit'd Gas Imp. " " " "	50	45 45 1/2	46 46 1/2	46 46 1/2	46 46 1/2	46 46 1/2	150	42 Jan. 4	47 Jan. 13	
Wabash Light " " " "	50	1 1/2 2	1 1/2 2	1 1/2 2	1 1/2 2	1 1/2 2		1 1/2 Jan. 5	2 Jan. 13	
West End Land " (Boston).....	100	1 1/2 2	1 1/2 2	1 1/2 2	1 1/2 2	1 1/2 2		1 1/2 Jan. 5	2 Jan. 13	

* Bid and asked prices; no sale was made.

† Trust rec. all instal. paid.

Inactive Stocks.		Bid.	Ask.	Bonds.		Bid.	Ask.	Bonds.		Bid.	Ask.
Prices of January 15.											
Atlanta & Charlotte (Balt.)	100	91 1/2		Boston United Gas, 2d m. 5s., 1939		71	73	People's Trac. trust certs. 4s., 1943	97 1/2	98	
Boston & Providence (Boston)	100	260	265	Burl. & Mo. River Expt 6s, J&J	116 1/2	117		Perkinston, 1st ser., 5s, 1918, Q-J	98	100	
Camden & Atlantic pf. (Phila.)	50			Non-exempt 6s., 1918, J&J	106	107		Phila. & Erie Gen. M. 5s., 1920, A-Q	118		
Catawissa " " "	50			Plain 4s., 1918, J&J	95	98		Richm. Mid. 4s., 1910, J&J	104		
1st pref. " " "	50	39	50	Ohio, Burl. & Nor. 1st 5s, 1926, A-Q	104	104 1/2		Phila. & Read. new g., 1925, J&J	81 1/2	81 1/2	
Central Ohio " (Balt.)	50	30	30	2d mort. 6s., 1918, J&J	99	99 1/2		1st pref. income, 5 g., 1928, Feb. 1	47 1/2	47 1/2	
Chicago & West Mich. (Boston)	100	5	10	Debenture 6s., 1896, J&D				2d pref. income, 5 g., 1928, Feb. 1	35 1/2	35 1/2	
Connecticut & Pass. " "	100	145	147	Ohio, Burl. & Quincy 4s, 1922, F&A	92	95		3d pref. income, 5 g., 1928, Feb. 1	33 1/2	33 1/2	
Connecticut River " "	100	245	250	Iowa Division 4s., 1919, A-Q	95	98		2d, 5s., 1933, A-Q	120		
Consol. Tract. of N.J. (Phila.)	100	23 1/2		Ohio & W. Mich. gen. 5s, 1921, J&D	43	45		Consol. mort. 7s., 1911, J&D	128		
Delaware & Bound Br. " "	100	168 1/2		Consol. of Vermont, 5s, 1913, J&J	52 1/2	55		Consol. mort. 6 g., 1911, J&D	120 1/2		
Flint & Pere Marq. (Boston)	100	10	12	Current River, 1st 5s., 1927, A-Q	50	70		Improvement M. 6 g., 1897, A-Q	103 1/2	103 1/2	
Preferred " " "	100	30	32	Det. Land & Nor. M. 7s, 1907, J&J	55	60		Con. M. 5 g., stamped, 1922, M&N	103		
Hartford & New Britain (Phila.)	50	51		Eastern 1st mort. 6 g., 1906, M&N	118 1/2	119		Terminal 5s., 1924, Q-J	111	111 1/2	
Preferred " " "	50			Free, Elk. & M. V., 1st 6s, 1933, end.	125	128		Phil. Wilm. & Balt. 4s, 1917, A-Q	102 1/2		
Mont. & Broad Top " "	50	24 1/2		Unstamped, 1st 6s, 1933.	124	127		Pitts. C. & St. L., 7s., 1900, F&A	110		
Preferred " " "	50	53		K. C. & Spring, 1st 5g., 1925, A-Q	50	70		Rochester Railway, con. 5s., 1930	96	97 1/2	
Kan. C'y F. & B. & Mem. (Boston)	100	5	10	K. C. F. & M. con. 6s, 1928, M&N	79	80		Schnyl R. E. Side, 1st 5 g., 1935, J&D	103		
Preferred " " "	100	35	50	K. C. Mem. & Btr., 1st 2s, 1927, M&N	66	68		Union Terminal 1st 5s., 1925, F&A			
Little Schuylkill " (Phila.)	50	50 1/2		K. C. St. Jo. & C. B., 7s, 1907, J&J	119	120		Bonds - Baltimore.			
Maine Central " (Boston)	100	129	130	L. Rock & F. B., 1st 7s, 1906, J&J	75	80		Atlanta & Charl., 1st 7s, 1907, J&J	117 1/2		
Mine Hill & 8 Haven (Phila.)	50	54		Louis. Ex. & C., 1st 6s, 1926, A-Q	100	103		Baltimore Belt, 1st 5s, 1900, M&N	93		
Nesquehoning Val. " "	50	54		2m. 5-6 g., 1933, A-Q	85	90		Balt. C. Pass. 1st 5s., 1911, M&N	113	114	
North American Co. " "	100	84 1/2		Mar. H. & Ont., 6s., 1925, A-Q	107	108		Balt. Traction, 1st 5s., 1929, M&N	109 1/2		
North Pennsylvania " "	50	15	17	Mexican Central, 4 g., 1911, J&J	66	68 1/2		Ext'n. & Imp't. 6s., 1901, M&N	105		
Or. Sh. Line all asst. pd. (Boston)	100	17 1/2		1st consol. incomes, 2 g., non-num.	15	16		No. Balt. Div. 5s., 1942, J&D	108 1/2		
Pennsylvania & N. W. (Phila.)	50	17 1/2		2d consol. incomes, 3s., non-num.	7 1/2	7 1/2		Baltimore & Ohio 4 g., 1935, A-Q	102		
Philad. & Erie " " "	100	25	50	N. Y. & N. Eng., 1st 7s, 1905, J&J	118 1/2	120		Pitts. & Conn., 5 g., 1925, F&A			
Preferred " " "	100	25	50	1st mort. 6s., 1926, J&J	82 1/2	83 1/2		States Island, 2d 5 g., 1926, J&J			
Southern " (Balt.)	100	27 1/2		Inc. 6s., 1920, A-Q	13	15		Receiver's certificates, 6s., J&D	102 1/2	102 1/2	
Preferred " " "	100	64	65	Ru. land, 1st 6s., 1902, M&N	104 1/2	106		Do. Maryland Construc., 5s.	99		
West End " (Boston)	50	88	88 1/2	2d, 5s., 1898, F&A	95	97		Do. Pitts. & Connells, 5s., J&J	99 1/2	100	
United Cos. of N. J. (Phila.)	100	242	242 1/2	Bonds - Philadelphia.				Cape F. & Yad. Ser. A, 6s, 1916, J&D		40	
West Jersey " " "	50	46	46 1/2	Atlantic City 1st 5s, g., 1919, M&N	104 1/2	105		Cent. Ohio, 4 g., 1930, M&N			
Western N. Y. & Penn. " " "	100	2 1/2	2 1/2	Buffalo Ry. con. 1st 5s., 1931				Cent. Pass., 1st 5s., 1932, M&N			
Wisconsin Central " (Boston)	100	1		Catawissa, M. 7s., 1900, F&A	109			City & Sub., 1st 5s., 1922, J&D	111		
Preferred " " "	100	115	120	Choc. Okla. & Gulf, prior lien 6s.	108			Charl. Col. & Aug. ext. 5s, 1910, J&J	107		
Word's Nat. Wash. & Roch. " " "	100	1		Citizens' St. Ry. of Ind., con. 5s, 1933	75	80		Col. & Greenw., 1st 5s, 1917, J&J	110 1/2	111	
MISCELLANEOUS.											
Allones Min'g, asst. pd. (Boston)	25	24 1/2		Columb. St. Ry., 1st con. 5s., 1932				Georgia & Ala., 1st pf. 5s, 1945, A-Q	100 1/2		
Atlantic Mining " "	50	5 1/2	5 1/2	Columb. O. Crownston, 1st 5s, 1933				Ge. Car. & Nor. 1st 5 g., 1929, J&D	79	80	
Boston Land " "	10	4 1/2	4 1/2	Consol. Tract. of N. J., 1st 5s, 1933	85 1/2	86		Georgia Pac. 1st 5s, 1922, J&D	111		
Centennial Mining " "	10	3 1/2	3 1/2	Del. & B'd Brk. 1st, 7s, 1905, F&A	125			Geor. So. & Fla., 1st 5s., 1945, J&J	93		
Fort Wayne Elect. " "	25	1	2	Edwin & Am. 1st M. 5s, 1920, M&N	107 1/2	108 1/2		North. Cent. 6s., 1900, J&J			
Franklin Mining " "	25	11 1/2	12	Edwin & Am. 2d M. 5s, 1920, M&N	117 1/2	73		Ser. 1st 5s., 1928, J&J	112 1/2		
Frenchman's Bay L'd. " "	5	25	75	Elm. & Wilm., 1st 6s, 1910, J&J	110 1/2			4 g., 1925, 1925, A-Q			
Kearsarge Mining " "	25	18	18 1/2	Hartford & B'd Top, Con. 5s., 95, A-Q	106			Pitts. & Connells, 1st 7s, 1895, J&J	103 1/2		
Onondaga Mining " "	25	29	30	Lehigh Nav. 4 g., 1914, Q-J	112			Southern, 1st 5s., 1904, J&J	89	89 1/2	
Pulaski " "	100	153	153 1/2	2d 6s, gold, 1897, J&J	102 1/2			Virginia Mid., 1st 6s., 1906, M&N	112 1/2		
Pennsylvania Steel " (Phila.)	100	29 1/2	30	General mort. 4 g., g, 1924, Q-J	102			2d Series, 6s., 1911, M&N	114		
Preferred " " "	100	70		Lehigh Val. Coal 1st 5s, g, 1933, J&J	95			3d Series, 6s., 1916, M&N			
Quincy Mining " (Boston)	25	122	124	Lehigh Valley, 1st 6s., 1898, J&D	131			4th Series, 2-5s., 1912, M&N			
Ramakrak Mining " "	25	98	99	Lehigh Valley, 1st 6s., 1898, J&D	131			5th Series, 5s., 1926, M&N	102		
Water Power " "	100	24	25	Consol. 6s., 1922, J&D	115			West Va. C. & P. 1st 6 g., 1911, J&J	105	106	
Westing. Elec. & M. " "	50	51	52	Newark Passenger, con. 5s., 1930	105 1/2			Wilm. Col. & Aug. 6s, 1910, J&D			
Pref., cumulative " "	50	51	52	North Penn. 1st, 4s., 1936, M&N	111 1/2			MISCELLANEOUS.			
Bonds - Boston.											
Consol. Central g. 4s, 1995	579	79	79 1/2	Gen. M. 7s., 1903, J&J	120			Baltimore Water 5s., 1916, M&N	122 1/2	123 1/2	
Adjustment g. 4s, 1995	45	45 1/2		Paterson Railway, consol. 6s.	131			Funding 5s., 1916, M&N			
Boston United Gas 1st 5s	81	83		Pennsylvania gen. 6s., 1910, Var	118	119		Exchange 3 g., 1930, J&J			
				Consol. 6s, c.	118			Virginia (State) 5s, new, 1932, J&J			
				Consol. 6s, c.	118			Wash. D. C. 5s, 1932, J&J			
				Consol. 6s, c.	118			Chesapeake Gas 6s., 1900, J&D	61 1/2		
				Consol. 6s, c.	118			Consol. Gas, 6s., 1910, J&D	115 1/2		
				Consol. 6s, c.	118			5s., 1939, J&J	107 1/2		

NEW YORK STOCK EXCHANGE PRICES (Continued)—ACTIVE BONDS JANUARY 15 AND FOR YEAR 1907.

[illegible]

NOTE. "b" indicates price bid; "a" price asked; the range is made up from actual sales only. * Latest price this week. † Trust receipts.

NEW YORK STOCK EXCHANGE PRICES—(Continued).—INACTIVE BONDS—JANUARY 15.

SECURITIES.		Bid.	Ask.	SECURITIES.		Bid.	Ask.	SECURITIES.		Bid.	Ask.
Railroad Bonds.				Balt. & Ohio—				Branswick & W'n—1st, g., 4s. 1938			
<i>(Stock Exchange Prices.)</i>				5s, gold,				93½		Buff. Roch. & Pitta.—Gen'l, 5s. 1937	
Alabama Mid.—1st, g., guar. 1928				Cons. mortg., gold, 5s.,						97 100	
Atch. Topeka & San Fran.				W Va. & Pitta.—"st, g., 5s., 1900						Rooh. & P., 1st, 6s.,	
Chicago & St. Lou.—1st, 6s. 1915				B. & O. S. W., 1st, g., 4½s., 1990						121 118	
Col. Mid. 1st, g., 6s.,				Monon. River, 1st, g., 5s., 1919						Rooh. & Pitta.—Cons. 1st, 6s. 1922	
Atl. & Pac.—2d W. D., g. 6s. 1907				Cent'l Ohio Reor.—1st, 4½s., 1930				97½		Buff. & Susqueh.—1st, 5s., g. 1913	
Western Dist. Ind. Inc., 1910				A. & C. N. Junc.—1st, g., 5s., g. 1930						Burl. Oed. Rap. & No.—1st, 5s., 1906	
Balt. & Ohio—1st, 4s., Early 1919				Brooklyn Elevated, 1st, g., 5s., 1915				45		Consol. & collat. trust, 5s., 1934	
				Housaia & R. R.—1st, g., 5s., g. 1942						Man. & S. E. Ry., 1st, 5s., 1910	
										Oed. Rap. I. F. & N., 1st, 6s. 1920	
										108 107	
										1st, 5s.,	
										102 102	

NEW YORK STOCK EXCHANGE PRICES.—INACTIVE BONDS—(Continued)—JANUARY 15.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
O. Ohio—Col. & Cin. M. 1st, 4 1/2, 1936	94 1/4	94 1/2	Ev. & T. H.—1st, 5, 1936	102	102	Northern Pacific—		
Cent. Ry. & Bank—Col. g. 5, 1936	94 1/4	94 1/2	at 80 1st, g. 5, 1936	1030	1030	Helen & Red M'n—1st, g. 5, 1936	30	30
Cent. Ry. of Ga.—1st, g. 5, 1945	90	91	Vana. & Indian—1st, cons., 1926	1026	1026	Dul. & Man.—1st, g. 5, tr. rec. 1933	80 1/2	80 1/2
Consol. g. 5, 1945	90	91	Flint & P. Marquette—	1920	114	Oak Div.—1st, g. 5, tr. rec. 1933	81	81
Cent. of A. P.—Conv. deb., 6, 1945	100 1/4	101 1/4	1st, con. gold, 5, 1936	1939	84	Gen. A. Vene—1st, g. 5, gold, 1916	101 1/4	101 1/4
Cent. Pacific—Gold bonds, 6, 1936	100 1/4	101 1/4	Pt. Huron Div.—1st, 5, 1936	1939	80	C. d'Alene—Gen. 1st, g. 5, 1936	101 1/4	101 1/4
Gold 5, series E.—1898	100 1/4	101 1/4	Fla. Cen. & Pen.—1st, g. 5, 1918	1918		Norfolk & South—1st, 5, 1936	101 1/4	101 1/4
San Joaquin Br.—6, 1900	102	102	1st con. g. 5, 1943	1943	46	Norfolk & West—General, 6, 1936	117 1/4	117 1/4
Mort. gold 5, 1939	94	94	Gal. Har. & San Ant.—1st, 6, 1910	1910	46	New River 1st, 6, 1936	111	111
Land grant, 5, 1900	101 1/4	101 1/4	2d mort., 7, 1905	1905	96 1/2	Imp. & Ext., 6, 1936	193	193
Ext. g. 5, series A B C D.—1898	99 1/4	99 1/4	Ga. Car. & Nor.—1st, g. 5, 1929	1929	104	Adjustment M., 7, 1936	192	192
Cal. & O. Div., ext. g. 5, 1918	100	100	Housatonic—Cons. gold 5, 1937	1937	122 1/2	Md. & Wash. Div.—1st, g. 5, 1911	82	82
West. Pacific—Bonds, 6, 1899	100	100	N. Haven & Derby, Cons. 5, 1918	1918	100	Scioto Val. & N. E.—1st, 4, 198	82	82
No. Railway (Cal.)—1st, 6, 1907	90	90	Hous. & Texas Central—			Ohio & Miss.—		
50-year 5, 1936	90	90	Waco & N. 7, 1903	1903	125	Consol. 7, 1936	105	105
Cent. Washington—1st, g. 5, 1936	102 1/2	103	1st g. 5, 5, 1937	1937	106 1/2	2d consol. 7, 1936	115	115
Ores. & O.—Par. M. fund, 6, 1898	102 1/2	103	Cons. g. 5, 5, 1937	1937	102	Spring Div.—1st 7, 1936	98	103
Craig Valley—1st, g. 5, 1940	102 1/2	103	Deben. 6, 5, 1937	1937	102	General 5, 1936	193	193
Warm Spr. Val., 1st, g. 5, 1941	102 1/2	103	Deben. 6, 5, 1937	1937	102	Ohio River RR.—1st, 5, 1936	100	100
Ores. O. & So. West.—1st, g. 5, 1911	102 1/2	103	Deben. 6, 5, 1937	1937	102	Gen. & S., 1936	193	193
2d, 6, 1911	102 1/2	103	Deben. 6, 5, 1937	1937	102	Omaha & St. Louis—1st, 4, 1937	48	49 1/2
O. V.—Gen. cons. 1st, g. 5, 1936	114	114	Deben. 6, 5, 1937	1937	102	Oregon & Calif.—1st, 5, 1936	90	90
Chicago & Alton—S. F., 6, 1903	114	114	Deben. 6, 5, 1937	1937	102	Penn. P. C. & St. L. Cn. g. 4 1/2, 1941	108	109
Louis. & Mo. River—1st, 7, 1900	112 1/2	113 1/2	Deben. 6, 5, 1937	1937	102	Do do Series B, 1941	109	109
2d, 7, 1900	112 1/2	113 1/2	Deben. 6, 5, 1937	1937	102	P. C. & St. L. 1st, g. 7, 1941	190	190
St. L. Jacks. & Chic.—2d, 7, 1898	101	101	Deben. 6, 5, 1937	1937	102	Pitts. Ft. W. & C.—1st, 7, 1911	191	191
Miss. R. Bridge—1st, 8, 1912	101	101	Deben. 6, 5, 1937	1937	102	2d, 7, 1911	192	192
Ohio Burl. & Nor.—1st, 5, 1926	103 1/2	103 1/2	Deben. 6, 5, 1937	1937	102	3d, 7, 1911	193	193
Ohio Burling. & Q.—S. F., 1901	103 1/2	103 1/2	Deben. 6, 5, 1937	1937	102	Ch. St. L. & P.—1st, 5, 1936	193	193
Iowa Div.—S. fund, 5, 1919	98	98 1/2	Deben. 6, 5, 1937	1937	102	Clev. & P.—Cons., 1st, 7, 1901	190	190
Sinking fund, 4, 1919	98	98 1/2	Deben. 6, 5, 1937	1937	102	Gen. 4 1/2, g. "A", 1941	194	194
Plain, 4, 1921	98	98 1/2	Deben. 6, 5, 1937	1937	102	St. L. & T. H.—1st, 6, 7, 198	198	198
Chicago & Iowa Div.—5, 1905	98	98 1/2	Deben. 6, 5, 1937	1937	102	2d, guar., 7, 198	198	198
Ohio & Indiana Coal—1st 5, 1936	88	100	Deben. 6, 5, 1937	1937	102	Gd. R. & L. Ext.—1st, 4 1/2, g. 4, 1941	194	194
Ch. Mil. & St. P.—1st, 5, P. D. 1898	107	107	Deben. 6, 5, 1937	1937	102	Alleg. Val.—Gen. gu., 4, 1942	194	194
2d, 7, 3-10, P. D. 1898	125 1/2	125 1/2	Deben. 6, 5, 1937	1937	102	Penna. & Del. Union—1st, 4, 1921	74 1/2	75
1st, 7, 3, g. R. D. 1898	127	127	Deben. 6, 5, 1937	1937	102	Pitts. Cleve. & Tol.—1st, 6, 1922	192	192
1st, 1, & M., 1897	125 1/2	125 1/2	Deben. 6, 5, 1937	1937	102	Pitts. & L. Er.—2d, g. 5, "A", 1928	192	192
1st, 1, & M., 1897	125 1/2	125 1/2	Deben. 6, 5, 1937	1937	102	Pitts. Mo. K. & Y.—1st, 6, 1932	193	193
1st, C. & M., 7, 1903	125 1/2	125 1/2	Deben. 6, 5, 1937	1937	102	Pitts. Painsv. & F.—1st, 5, 1916	191	191
1st, I. & D. Extension, 7, 1908	131 1/2	133	Deben. 6, 5, 1937	1937	102	Pitts. Shen. & L. E.—1st, g. 5, 1940	99 1/2	99 1/2
1st, La. C. & Dav., 6, 1919	109 1/2	109 1/2	Deben. 6, 5, 1937	1937	102	1st consol. 5, 1943	194	194
1st, H. & D., 1910	125 1/2	126	Deben. 6, 5, 1937	1937	102	Pitts. & West—M. 5, g. 1891-1941	194	194
1st, H. & D., 1910	107 1/2	108	Deben. 6, 5, 1937	1937	102	Pitts. V. g. n. A.—1st, 5, consol. 1927	192	192
Chicago & Pacific Div., 6, 1910	115 1/2	115 1/2	Deben. 6, 5, 1937	1937	102	Rio Grande 80.—1st, g. 5, 1940	194	194
Mineral Point Div., 5, 1910	105	105	Deben. 6, 5, 1937	1937	102	St. Jos. & Gr. Is.—2d inc., 1925	43	43
O. & L. Sup. Div., 5, 1921	105	105	Deben. 6, 5, 1937	1937	102	Kan. C. & Omaha—1st, 5, 1927	192	192
Fargo & South, 6, 1924	106	106	Deben. 6, 5, 1937	1937	102	St. L. A. & T. H.—Term. 5, 1914	104	104
Inc. conv. sink. fund, 5, 1916	106	106	Deben. 6, 5, 1937	1937	102	Bellev. & Car.—1st, 6, 1923	193	193
Dakota & Gt. South, 5, 1916	106	106	Deben. 6, 5, 1937	1937	102	Ch. St. L. & Pad.—1st, g. 5, 1917	91	95
Mil. & Nor. main line—6, 1910	118	118	Deben. 6, 5, 1937	1937	102	St. Louis 80.—1st, g. 4, g. 1931	91	95
Ohio & Norw.—30-year deb., 5, 1921	109	109	Deben. 6, 5, 1937	1937	102	2d income, 5, 1931	91	95
Economa & L. S. 1st, 5, 1921	109	109	Deben. 6, 5, 1937	1937	102	Car. & Shawt.—1st, g. 4, 1932	192	192
Des M. & Minn.—1st, 7, 1907	122	122	Deben. 6, 5, 1937	1937	102	St. L. & S. F.—2d, 6, g. cl. A. 1906	112 1/2	112 1/2
Iowa Midland—1st, 7, 1900	104	104	Deben. 6, 5, 1937	1937	102	2d, 6, g. cl. C., 1906	113	113
Ohio & Milwaukee—1st, 7, 1908	104	104	Deben. 6, 5, 1937	1937	102	General 5, 1931	95 1/2	95 1/2
Win. & St. P.—2d, 7, 1907	122	122	Deben. 6, 5, 1937	1937	102	1st, trust, gold 5, 1937	86	90
Mil. & Mad.—1st, 6, 1905	109	109	Deben. 6, 5, 1937	1937	102	Pt. S. & V. B. Bg.—1st, 6, 1910	106	106
Ott. C. F. & St. P.—1st, 5, 1909	109	109	Deben. 6, 5, 1937	1937	102	Kansas Midland—1st, 4, g. 1937	197	197
Northern Ill.—1st, 5, 1910	110	112	Deben. 6, 5, 1937	1937	102	St. Paul City Ry., con. 5, g. 1937	95	95
Mil. L. S. & W.—Con. deb., 5, 1907	110 1/2	110 1/2	Deben. 6, 5, 1937	1937	102	Gold 5, guar., 1937	95	95
Des M. & Minn.—1st, 7, 1907	122	122	Deben. 6, 5, 1937	1937	102	St. Paul & Duluth—1st, 5, 1931	191	191
Iowa Midland—1st, 7, 1900	104	104	Deben. 6, 5, 1937	1937	102	2d mortgage 5, 1917	105 1/2	105 1/2
Ohio & Milwaukee—1st, 7, 1908	104	104	Deben. 6, 5, 1937	1937	102	St. Paul Minn. & M.—1st, 7, 1909	109	109
Win. & St. P.—2d, 7, 1907	122	122	Deben. 6, 5, 1937	1937	102	2d mort., 6, 1909	118 1/2	118 1/2
Mil. & Mad.—1st, 6, 1905	109	109	Deben. 6, 5, 1937	1937	102	Minneapolis Union—1st, 6, 1922	192	192
Ott. C. F. & St. P.—1st, 5, 1909	109	109	Deben. 6, 5, 1937	1937	102	Mont. Cen.—1st, guar., 6, 1937	113	113
Northern Ill.—1st, 5, 1910	110	112	Deben. 6, 5, 1937	1937	102	3d, guar., 6, 1937	102 1	102 1
Mil. L. S. & W.—Con. deb., 5, 1907	110 1/2	110 1/2	Deben. 6, 5, 1937	1937	102	E. Tenn. V. & Ga.—Div. 5, 1936	110	110
Des M. & Minn.—1st, 7, 1907	122	122	Deben. 6, 5, 1937	1937	102	Rich. & Dan.—Eq. s. f. g. 5, 1909	98 1/2	97 1/2
Iowa Midland—1st, 7, 1900	104	104	Deben. 6, 5, 1937	1937	102	Deben. 5, stamped	92	92
Ohio & Milwaukee—1st, 7, 1908	104	104	Deben. 6, 5, 1937	1937	102	Vir. Mid.—Serial ser. A, 6, 1906	196	196
Win. & St. P.—2d, 7, 1907	122	122	Deben. 6, 5, 1937	1937	102	Series B, 6, 1911	191	191
Mil. & Mad.—1st, 6, 1905	109	109	Deben. 6, 5, 1937	1937	102	Series C, 6, 1916	196	196
Ott. C. F. & St. P.—1st, 5, 1909	109	109	Deben. 6, 5, 1937	1937	102	Series D, 4-5, 1921	192	192
Northern Ill.—1st, 5, 1910	110	112	Deben. 6, 5, 1937	1937	102	Series F, 5, 1931	193	193
Mil. L. S. & W.—Con. deb., 5, 1907	110 1/2	110 1/2	Deben. 6, 5, 1937	1937	102	Waco & N. 7, 1903	190	190
Des M. & Minn.—1st, 7, 1907	122	122	Deben. 6, 5, 1937	1937	102	Ter. As'n of St. L.—1st, 4 1/2, 1934	106	80
Iowa Midland—1st, 7, 1900	104	104	Deben. 6, 5, 1937	1937	102	1st, con. g. 5, 1894-1943	105	107
Ohio & Milwaukee—1st, 7, 1908	104	104	Deben. 6, 5, 1937	1937	102	St. L. Mer. Br. Fern., g. 5, g. 1930	104	104
Win. & St. P.—2d, 7, 1907	122	122	Deben. 6, 5, 1937	1937	102	Texas & New Orleans—1st, 7, 1905	190	190
Mil. & Mad.—1st, 6, 1905	109	109	Deben. 6, 5, 1937	1937	102	Sav. F. & West.—1st, con. g. 6, 1934	194	194
Ott. C. F. & St. P.—1st, 5, 1909	109	109	Deben. 6, 5, 1937	1937	102	Southern—Ala. Cent., 1st, 6, 1918	191	191
Northern Ill.—1st, 5, 1910	110	112	Deben. 6, 5, 1937	1937	102	Atl. & Char.—1st, pref., 7, 1897	189	189
Mil. L. S. & W.—Con. deb., 5, 1907	110 1/2	110 1/2	Deben. 6, 5, 1937	1937	102	Income, 6, 1900	190	190
Des M. & Minn.—1st, 7, 1907	122	122	Deben. 6, 5, 1937	1937	102	Gen. & S., 1936	193	193
Iowa Midland—1st, 7, 1900	104	104	Deben. 6, 5, 1937	1937	102	E. Tenn. V. & Ga.—Div. 5, 1936	110	110
Ohio & Milwaukee—1st, 7, 1908	104	104	Deben. 6, 5, 1937	1937	102	Rich. & Dan.—Eq. s. f. g. 5, 1909	98 1/2	97 1/2
Win. & St. P.—2d, 7, 1907	122	122	Deben. 6, 5, 1937	1937	102	Deben. 5, stamped	92	92
Mil. & Mad.—1st, 6, 1905	109	109	Deben. 6, 5, 1937	1937	102	Vir. Mid.—Serial ser. A, 6, 1906	196	196
Ott. C. F. & St. P.—1st, 5, 1909	109	109	Deben. 6, 5, 1937	1937	102	Series B, 6, 1911	191	191
Northern Ill.—1st, 5, 1910	110	112	Deben. 6, 5, 1937	1937	102	Series C, 6, 1916	196	196
Mil. L. S. & W.—Con. deb., 5, 1907	110 1/2	110 1/2	Deben. 6, 5, 1937	1937	102	Series D, 4-5, 1921	192	192
Des M. & Minn.—1st, 7, 1907	122	122	Deben. 6, 5, 1937	1937	102	Series F, 5, 1931	193	193
Iowa Midland—1st, 7, 1900	104	104	Deben. 6, 5, 1937	1937	102	Waco & N. 7, 1903	190	190
Ohio & Milwaukee—1st, 7, 1908	104	104	Deben. 6, 5, 1937	1937	102	Ter. As'n of St. L.—1st, 4 1/2, 1934	106	80
Win. & St. P.—2d, 7, 1907	122	122	Deben. 6, 5, 1937	1937	102	1st, con. g. 5, 1894-1943	105	107
Mil. & Mad.—1st, 6, 1905	109	109	Deben. 6, 5, 1937	1937	102	St. L. Mer. Br. Fern., g. 5, g. 1930	104	104
Ott. C. F. & St. P.—1st, 5, 1909	109	109	Deben. 6, 5, 1937	1937	102	Texas & New Orleans—1st, 7, 1905	190	190
Northern Ill.—1st, 5, 1910	110	112	Deben. 6, 5, 1937	1937	102	Sav. F. & West.—1st, con. g. 6, 1934	194	194
Mil. L. S. & W.—Con. deb., 5, 1907	110 1/2	110 1/2	Deben. 6, 5, 1937	1937	102	Southern—Ala. Cent., 1st, 6, 1918	191	191
Des M. & Minn.—1st, 7, 1907	122	122	Deben. 6, 5, 1937	1937	102	Atl. & Char.—1st, pref., 7, 1897	189	189
Iowa Midland—1st, 7, 1900								

Investment AND Railroad Intelligence.

RAILROAD EARNINGS.

The following table shows the gross earnings of every STEAM railroad from which regular weekly or monthly returns can be obtained. The first two columns of figures give the gross earnings for the latest week or month, and the last two columns the earnings for the period from January 1 to and including such latest week or month.

The returns of the street railways are brought together separately on a subsequent page.

ROADS.	Week or Mo	Latest Gross Earnings.		Jan. 1 to Latest Date.	
		1896-97.	1895-96.	1896-97.	1895-96.
Adirondack.....	November.	\$ 13,483	\$ 15,118	\$ 78,817	\$ 180,462
Ala. Gt. South.....	1st wk Jan.	25,673	27,113	25,673	27,113
Ala. Midland.....	October.	62,832	62,574	521,363	448,687
Ala. N. O. & T. & P.	4th wk Dec	45,100	44,300	1,325,058	1,399,612
Ala. & Vicksb.....	4th wk Dec	24,900	21,300	604,854	558,943
Vicksb. Sh. & P.	4th wk Dec	29,100	23,500	576,723	543,561
Allegheny Val.....	November.	176,946	234,260	2,142,287	2,355,637
Ann Arbor.....	1st wk Jan.	2,162	17,902	21,162	17,902
Ark. Midland.....	October.	10,580	15,512	75,900	84,035
Ark. T. & S. P.	November.	2,931,904	2,804,644	26,923,391	26,095,110
Atlanta & Chas.	November.	163,744	213,844	1,447,385	1,550,932
Atlanta & Atl.	1st wk Jan.	54,684	54,866	426,601	382,614
Atlant. & Danv.	1st wk Jan.	10,282	9,804	10,282	9,804
Atlant. & Pac.	December.	309,372	297,395	3,525,136	3,569,052
Augusta South.....	October.	9,918	8,467	61,375	45,591
Austin & N. West	September.	27,405	24,458	190,975	182,097
Balt. Ches. & Atl.	December.	36,140	37,500	486,769	503,379
B. & O. R. R.	November.	1,645,604	1,558,943	14,685,110	13,815,110
West Ohio Riv.	November.	511,110	525,236	4,400,000	4,400,000
Tot. system.	November.	2,174,418	2,048,829	21,744,418	21,744,418
Bal. & O. S. W.	1st wk Jan.	110,049	122,150	110,049	122,150
Bangor & Aroost.	November.	61,408	56,749	638,288	676,400
Bath & Ham. Ind.	November.	6,108	5,475	35,575	32,235
Bir. & Atlant.	December.	2,248	2,144	23,777	23,109
Braunsw. & West.	October.	53,588	49,082	503,355	429,377
Buff. Roc. & P. R.	1st wk Jan.	61,219	67,739	61,219	67,739
Buffalo & Susq.	November.	49,004	42,317	493,051	343,151
Bur. C. Rap. & N.	4th wk Dec	110,975	115,831	4,400,000	4,400,000
Canadian Pacific	1st wk Jan.	32,400	357,000	320,000	357,000
Car. Midland.....	November.	5,185	4,890	55,360	16,435
Cent. of Georgia	November.	502,282	516,647	4,665,041	4,566,075
Central of N. J.	November.	1,144,621	1,279,644	11,634,355	12,015,474
Central Pacific	October.	1,320,518	1,335,228	10,434,403	10,874,977
Chas. Cl. & S. S.	October.	4,780	3,050	46,193	37,749
Charles & Sav.	October.	42,323	34,941	486,226	439,819
Ches. & Ohio	1st wk Jan.	183,679	191,225	1,837,679	1,912,225
Ches. O. & So. W.	July.	178,572	196,818	1,282,543	1,295,484
Chic. Bur. & Q. D.	November.	2,823,309	3,204,987	31,221,403	30,736,170
Chic. & East. Ill.	1st wk Jan.	82,013	89,166	82,013	89,166
Chic. Gt. West'n	1st wk Jan.	62,137	64,603	62,137	64,603
Chic. Mil. & St. P.	1st wk Jan.	404,115	466,701	404,115	466,701
Chic. & N. W. St. P.	1st wk Jan.	2,483,331	3,087,339	29,730,719	28,848,851
Chic. & No. Pac.	November.	62,944	65,944	742,400	702,749
Chic. Peo. & St. L.	December.	73,731	84,196	891,025	935,788
Chic. R. R. L. & P.	December.	1,237,131	1,277,844	15,421,698	15,353,251
Chic. St. P. & M. O.	November.	73,464	83,525	7,496,239	6,849,610
Chic. & W. Mich.	1st wk Jan.	19,640	20,017	19,640	20,017
Choc. Ok. & Gulf	November.	115,926	110,958	1,159,926	1,109,958
Cin. O. & P.	December.	4,771	5,431	61,087	66,228
Cin. Jack. & Mac.	November.	12,256	10,356	12,256	10,356
Cin. N. O. & T. P.	December.	303,629	347,915	3,371,197	3,717,901
Cin. Port. & V.	December.	21,420	22,454	272,597	278,630
Clev. Can. & So.	1st wk Jan.	8,765	9,778	8,765	9,778
Cin. O. & St. L.	1st wk Jan.	231,894	254,394	2,318,894	2,543,394
C. & East'n	November.	114,394	168,972	1,553,023	1,820,103
C. Lor. & Wheel.	1st wk Jan.	15,483	18,329	15,483	18,329
Col. Midland.....	December.	140,952	144,969	1,409,516	1,449,969
Col. H. V. & T.	December.	205,941	238,088	2,450,924	2,614,451
Col. Sand'y & H.	December.	62,621	64,183	806,804	872,549
Colusa & Lake.	December.	1,600	1,000	19,591	18,277
Crystal.....	October.	540	1,141	9,753	7,463
Omaha & Valley	October.	75,233	87,204	69,287	710,000
Den. & Rio Gr.	1st wk Jan.	103,200	117,500	103,200	117,500
Des. M. & Kan. C.	3d wk Dec.	2,148	1,855	112,881	93,878
Des. M. & W.	December.	31,887	35,874	441,490	340,368
Det. G. & W. P.	1st wk Jan.	16,300	14,950	16,300	14,950
Det. & Mackinac	November.	20,003	26,470	276,843	338,346
Duluth, S. & A. T.	4th wk Dec	4,463	40,627	1,004,543	1,811,524
Elgin, Ill. & East.	December.	82,850	114,567	1,278,103	1,172,078
Erie.....	November.	2,874,327	2,938,976	28,563,954	28,115,395
Eureka Springs.	October.	4,611	4,412	50,998	53,986
Evans. & Ind. Pils.	1st wk Jan.	4,572	5,574	4,572	5,574
Evans. & Rich.	1st wk Jan.	933	981	933	981
Evans. & F. H.	November.	17,013	20,521	17,013	20,521
Fitchburg.....	November.	642,007	672,771	6,743,937	6,738,393
Flint & P. Marq.	1st wk Jan.	40,731	38,248	40,731	38,248
Fla. Cent. & Pen.	4th wk Dec	46,871	42,455	2,002,885	1,895,461
Fl. W. & Den. C.	December.	93,821	101,761	1,004,604	1,056,702
Fl. W. & Rio Gr.	December.	39,079	50,707	336,511	412,091
Georgia R. R.	December.	866	945	10,601	9,327
Georgia & Ala.	4th wk Dec	50,370	53,393	1,553,872	1,357,760
Geo. M. & W.	November.	21,896	12,443	966,083	495,417
Geo. Car. & No.	November.	90,618	101,426	892,779	830,341
Geo. So. & Fla.	December.	77,163	80,618	892,779	830,341
Gr. Rap. & Ind.	1st wk Jan.	27,022	30,359	27,022	30,359
Cin. R. & F. W.	1st wk Jan.	5,948	6,418	5,948	6,418
Traverse City	1st wk Jan.	371	807	371	807
Mus. G. R. & I.	1st wk Jan.	1,971	1,429	1,971	1,429
Tot. all lines	1st wk Jan.	35,312	39,313	35,312	39,313
Grand Trunk.....	1st wk Jan.	267,350	295,962	2,673,500	2,959,962
Chic. & Gr. Tr.	3d wk Dec.	18,309	62,792	3,047,972	2,707,243
Det. Gr. H. & W.	3d wk Dec.	19,527	16,024	922,261	976,459
Cin. Sag. & Mac.	3d wk Dec.	2,179	2,801	2,179	2,801
Tot. S. & Musk.	3d wk Dec.	1,511	873	1,511	873
Great North'n	December.	1,273,469	1,492,513	15,771,861	14,890,328
St. P. M. & M.	December.	137,640	181,998	1,933,743	1,675,382
East of Minn.	December.	166,281	138,723	1,926,489	1,560,676
Montana Cent.	December.	1,579,380	1,913,784	19,632,098	18,126,396
Tot. system	December.	5,128	4,292	47,480	46,851
Gulf & Chicago	December.	10,031	9,311	79,315	74,037
Gt. B'n'ta & C.	December.	3,218	5,034	41,554	43,037
Hous. T. & W.	November.	3,218	5,034	41,554	43,037

ROADS.

ROADS.	Week or Mo	Latest Gross Earnings.		Jan. 1 to Latest Date.	
		1896-97.	1895-96.	1896-97.	1895-96.
Hous. & Tex. Cen.	October.	466,389	508,716	2,590,607	2,849,564
Illinois Central	December.	2,138,946	2,296,152	21,857,914	21,814,347
Ind. Dec. & West.	3d wk Dec.	10,061	11,239	415,294	463,824
Ind. Ill. & Iowa	November.	53,760	66,693	682,087	699,700
Ind. & Gt. North'n	1st wk Jan.	58,084	51,821	58,084	51,821
Interos. (Mex.)	Wk. Dec. 26	44,861	37,203	2,290,321	2,240,087
Iowa Central.....	1st wk Jan.	24,021	32,941	24,021	32,941
Iron Range.....	December.	4,268	4,403	4,403	4,403
Jack. T. & K. W.	October.	24,833	25,060	260,107	331,543
James'n & L. E.	October.	3,141	.....	.....	.....
Kan. & Mich.	1st wk Jan.	9,403	8,032	9,403	8,032
K. C. F. Scott & M.	4th wk Dec	95,531	96,556	4,434,720	4,476,949
K. C. Mem. & Bir.	4th wk Dec	32,058	31,646	1,188,873	1,124,437
Kan. C. N. W.	December.	43,033	29,860	296,604	232,575
Kan. C. & B.	December.	768	370	4,913	4,954
K. C. Pitts. & G.	1st wk Jan.	22,849	9,145	2,284,915	9,145
Kan. C. Sub. Belt	1st wk Jan.	5,239	4,539	5,239	4,539
Keokuk & West.	3d wk Dec.	6,818	7,794	381,222	368,937
L. Erie All. & So.	December.	5,320	7,245	60,954	81,505
L. Erie & West.	1st wk Jan.	50,371	55,140	50,371	55,140
Lehigh & Hud.	December.	32,878	34,322	393,779	433,483
Lex. & Gt. East.	October.	13,747	21,111	166,090	175,471
Long Is. Term.	December.	242,629	251,366	3,935,055	4,013,584
Louis. & Tenn.	November.	4,581	4,452	213,878	184,482
Louis. Ev. & St. L.	1st wk Jan.	20,484	21,984	20,484	21,984
Lou. Hen. & St. L.	4th wk Dec	13,184	12,534	455,992	444,585
Louis. & Nashv.	1st wk Jan.	357,475	334,505	357,475	354,505
Louis. N. A. & Ch.	3d wk Sept.	58,404	73,781	2,209,409	2,272,642
Macon & Birm.	December.	5,572	6,139	64,135	72,035
Maine & N. B.	December.	5,586	3,915	116,225	117,228
Memphis & Chas.	1st wk Dec	55,704	51,942	1,325,161	1,266,936
Mexican Cent.	1st wk Jan.	213,978	184,452	1,844,452	1,844,452
Mexican Inter'l	November.	255,334	231,610	2,667,097	2,378,669
Mex. National.	1st wk Jan.	84,215	81,378	84,215	81,378
Mex. Northern.	November.	36,897	51,401	662,004	644,778
Mexican R'way	Wk. Dec. 26	64,276	61,401	3,297,022	3,180,396
Mexican So.	3d wk Dec.	12,285	10,661	530,960	470,516
Middle Ga. & Atl.	October.	11,955	9,247	.....	.....
Minneapolis & St. L.	1st wk Jan.	21,745	25,858	21,745	25,858
Mon. & Pac. St. M.	1st wk Jan.	50,123	50,123	42,341	42,341
Mo. Kan. & Tex.	1st wk Jan.	198,130	19,040	198,130	19,040
Mo. Pac. & Iron M.	1st wk Jan.	319,000	335,000	319,000	335,000
Central Br'ch.	1st wk Jan.	11,000	11,000	11,000	11,000
Total	1st wk Jan.	330,911	349,011	330,911	349,011
Mobile & Birm.	4th wk Dec	10,553	9,016	334,759	295,648
Mobile & Ohio.	December.	366,281	371,858	3,711,842	3,492,334
Mon. & Pac. St. M.	October.	101,992	104,346	915,180	1,027,373
Nash. Ch. & St. L.	November.	433,409	458,291	5,004,913	4,971,963
Nel. & Ft. Sn. P.	November.	6,395	3,321	.....	.....
Nevada Cent.	September.	5,142	3,294	2,234	2,090
N. Y. C. & H. R.	December.	3,633,168	4,020,447	44,075,023	44,338,889
N. Y. O. & W.	1st wk Jan.	46,177	49,839	46,177	49,839
N. Y. Susq. & W.	November.	216,614	206,009	2,067,732	2,064,320
Norfolk & West.	1st wk Jan.	224,819	207,900	2,248,819	2,079,900
Norfolk (Va.)	October.	8,245	6,410	52,032	42,483
North'n Central	1st wk Jan.	558,819	548,819	5,748,819	5,948,819
North'n Pacific	1st wk Jan.	200,330	205,435	2,003,330	2,005,435
Oconee & West.	November.	3,534	2,269	33,077	26,655
Ohio River	1st wk Jan.	17,436	19,549	17,436	19,549
Ohio Riv. & Chas.	December.	16,125	19,537	184,855	180,818
Ohio Southern.	December.	4,709	78,403	688,436	774,512

ROADS.		Latest Gross Earnings		Jan. 1 to Latest Date.	
		Week of	1896.	1895.	1896.
Union Pacific—					
Un. Pac. & N. W.	November.	1,363,337	1,362,814	13,206,899	13,191,880
Or. S. L. & N. W.	November.	526,478	500,749	5,108,228	4,923,120
St. Jos. & G. I.	November.	69,890	55,917	640,624	581,945
Cent. Branch.	1st wk Jan.	11,000	14,000	11,000	14,000
Ach. Col. & P.	November.	31,144	27,524	301,465	249,000
Ach. J. C. & W.	November.	75,593	71,439	697,173	547,915
Gen. Br. & L. D.	November.	2,171,184	2,127,094	20,962,843	20,411,753
U. Pac. D. & G.	November.	312,005	318,515	2,826,124	2,830,324
Utah & Delaw.	September.	59,700	44,200	313,002	319,158
Wabash.	1st wk Jan.	174,504	205,931	174,504	205,931
Wago & Northw.	November.	32,236	26,458	243,158	245,900
W. Jersey & Sea.	November.	145,902	155,205	—	—
W. V. Cen. & Pitts.	December.	92,547	98,100	—	—
West Va. & Pitts.	October.	35,164	37,181	326,326	318,757
Western of Ala.	October.	87,813	65,449	469,676	431,016
West. N. Y. & Pa.	1st wk Jan.	59,700	44,200	30,700	44,200
Wheel. & L. Erie	1st wk Jan.	16,353	22,429	16,353	22,429
Wisconsin Cent.	1st wk Jan.	60,491	53,370	60,491	53,370
Wright & Ten	December.	8,213	5,406	92,964	85,728
York Southern.	October.	7,908	7,171	—	—

* Figures given do not include Oregon Ry. & Nav., Un. Pac. Denver & Gulf, Denver Leadville & Gunnison, Montana Union and Leavenworth & Topeka & Southwestern. † These figures include results on leased lines. ‡ Includes earnings from ferries, etc., not given separately. § Mexican currency. ¶ Includes only half of lines in which Union Pacific has a half interest. †† Includes operations of the Ohio, Burlington & Northern in both years.

‡ Covers results for lines directly operated east of Pittsburg.

¶ Includes results on affiliated lines.

†† Covers besides the Atlantic System the Houston & Texas, Central, Austin & Northwestern, Central Texas & Northwestern and Ft. Worth & New Orleans.

Latest Gross Earnings by Week.—The latest weekly earnings in the foregoing are separately summed up as follows: For the first week of January our preliminary statement covers 59 roads, and shows 4.15 per cent decrease in the aggregate over the same week last year.

1st week of January.	1897.	1896.	Increase.	Decrease.
Alabama Gt. Southern...	25,673	27,113	—	1,440
Ann Arbor...	21,164	17,902	3,262	—
Atlantic & Danville...	10,282	9,808	474	—
Balt. & Ohio Southw...	110,049	122,150	—	12,101
Budalo Roch. & Pittsb...	61,219	57,789	3,430	—
Canadian Pacific...	320,000	337,000	—	17,000
Chesapeake & Ohio...	183,679	191,225	—	7,546
Chicago & East Illinois...	82,013	89,166	—	7,153
Chicago Great Western...	82,137	64,808	17,329	—
Chicago Milw. & St. Paul...	404,115	498,705	—	94,590
Chic. & West Michigan...	10,640	20,057	—	9,417
Chn. Jackson & Mackinaw...	12,256	10,355	1,900	—
Cleve. Canton & South'n...	8,763	9,778	—	1,015
Clev. Cin. Ohio. & St. L...	231,998	254,368	—	22,370
Clev. Lorain & Wheeling...	15,483	18,829	—	3,346
Denver & Rio Grande...	193,200	117,500	75,700	—
Det. Gd. Rapids & West...	16,530	14,950	1,580	—
Evansv. & Indianapolis...	4,572	5,574	—	1,002
Evansv. & Richmond...	933	981	—	48
Evansv. & Terre Haute...	17,013	20,526	—	3,513
Flint & Pere Marquette...	40,731	38,234	2,497	—
Grand Rapids & Indiana...	27,022	30,650	—	3,628
Inconna B. & Ft. W...	5,948	6,418	—	470
Traverse City...	371	807	—	436
Musk. Gr. Rap. & Ind...	1,971	1,429	542	—
Grand Trunk of Canada...	267,350	295,962	—	28,612
Intern'l. & Gr. North'n...	58,068	51,831	6,237	—
Iowa Central...	24,021	32,984	—	8,963
Kan. City & Pittsb...	9,403	8,032	1,371	—
Kan. City Suburb. Belt...	22,849	9,145	13,704	—
Kan. City Suburb. Belt...	5,246	4,539	697	—
Lake Erie & Western...	50,371	55,140	—	4,769
Louisv. Evansv. & St. L...	20,484	21,981	—	1,500
Louisville & Nashville...	357,475	354,505	2,970	—
Mexican Central...	213,678	184,482	29,196	—
Mexican National...	84,215	81,378	2,837	—
Minneapolis & St. Louis...	24,748	25,878	—	1,130
Minn. St. P. & S. Ste. M...	42,341	50,129	—	7,788
Mo. Kansas & Texas...	198,130	192,040	6,090	—
Mo. Pacific & Iron Mt...	319,030	335,000	—	16,000
Central Branch...	11,000	14,000	—	3,000
N. Y. Ontario & Western...	43,177	49,439	—	3,662
Norfolk & Western...	224,919	207,919	16,914	—
Northern Pacific...	200,540	205,688	—	5,148
Ohio River...	17,436	19,549	—	2,113
Peoria Dec. & Evansv...	14,396	14,408	—	12
Pitts. Shen. & L. Erie...	6,396	11,436	—	5,040
Pittsburg & Western...	29,845	40,540	—	10,695
Rio Grande Southern...	5,551	7,439	—	1,888
Rio Grande Western...	33,759	29,700	4,059	—
St. Louis Southwestern...	32,700	34,940	—	2,240
Southern Railway...	33,546	34,342	—	796
Texas & Pacific...	125,12	124,785	—	337
Toledo & Ohio Central...	27,874	30,684	—	2,810
Tol. St. L. & Kan. City...	39,152	33,912	5,240	—
Wabash...	174,504	205,931	—	31,327
West. N. Y. & Pennsylv...	16,500	41,20	—	6,500
Wheeling & Lake Erie...	50,733	22,428	—	6,075
Wisconsin Central...	60,491	53,370	—	7,121
Total (59 roads)...	1,989,370	2,205,278	118,160	33,098
Net decrease 4.15 p. c.	—	—	—	215,904

For the fourth week of December our final statement covers 75 roads, and shows 10.65 per cent increase in the aggregate over the same week last year.

4th week of December.	1896.	1895.	Increase.	Decrease.
Previously reported 57 roads	9,841,575	7,963,728	1,017,405	136,558
Ala. No. & Tex. Pac...	45,100	44,300	800	—
Ala. & Vicksburg...	26,900	21,300	5,600	—
Vicks. Sn. & Pac...	24,100	23,500	600	—
Cleve. Canton & South'n...	17,476	14,303	3,163	—
Duluth So. Shore & Atl...	43,434	40,627	2,807	—
Flint & Pere Marquette...	73,223	54,825	18,398	—

4th week of December.	1896.	1895.	Increase.	Decrease.
Fla. Cent. & Peninsular...	46,871	42,455	4,416	—
Interoceanic (Mex.)...	44,361	37,203	7,158	—
Kan. City Ft. S. & Mem...	95,589	94,556	1,033	—
Kan. C. Mem. & Birm...	32,058	34,642	—	2,584
Memphis & Charleston...	55,764	51,942	3,822	—
Mexican Railway...	64,276	61,401	2,875	—
Mobile & Birmingham...	10,553	9,016	1,537	—
Pittsb. Shen. & L. Erie...	14,430	19,025	—	4,595
Rio Grande Western...	66,200	65,600	600	—
Sherman Shreve & So...	11,633	14,773	—	3,140
Texas Central...	7,019	7,155	—	136
Toledo Peoria & West'n...	20,499	25,007	—	4,508
Total (75 roads)...	9,549,980	8,629,388	1,073,015	132,523
Net increase (10.65 p. c.)	—	—	920,497	—

Net Earnings Monthly to Latest Dates.—The table following shows the net earnings of STEAM railroads reported this week. A full detailed statement, including all roads from which monthly returns can be obtained is given once a month in these columns, and the latest statement of this kind will be found in the CHRONICLE of December 19, 1896. The next will appear in the issue of January 23, 1897.

Roads.	Gross Earnings.		Net Earnings.	
	1896.	1895.	1896.	1895.
Atlantic & Pacific...	393,593	399,450	80,710	42,851
Jan. 1 to Nov. 30...	3,216,014	3,271,457	615,547	333,531
Jan. 1 to Nov. 30...	1,332,567	1,453,913	309,394	110,104
Chicago & Nor. Pac...	62,946	69,994	45,023	44,333
Jan. 1 to Nov. 30...	743,490	702,743	513,014	484,354
Ohio & West Mich...	129,261	139,047	29,936	25,752
Jan. 1 to Nov. 30...	1,513,535	1,537,823	296,022	295,532
Choctaw Okla. & G. Nov.	115,926	110,953	34,445	24,163
Det. Lans. & Nor. a. Nov.	91,433	83,403	9,769	19,137
Jan. 1 to Nov. 30...	1,079,389	1,013,961	142,317	234,045
Detroit & Mackinac Nov.	20,003	26,470	1,104	7,676
Jan. 1 to Nov. 30...	376,353	313,346	117,418	127,611
July 1 to Nov. 30...	118,151	119,237	23,261	4,274
Eureka Springs Oct.	4,641	4,442	2,461	2,002
Jan. 1 to Oct. 31...	5,994	53,946	2,541	23,395
Ft. W. & Deny. City Nov.	131,724	124,761	62,526	32,472
Jan. 1 to Nov. 30...	910,731	934,941	207,543	224,103
Gr. Trunk of Canada Nov.	1,612,501	1,621,760	433,252	440,014
Jan. 1 to Nov. 30...	16,925,523	16,322,139	5,124,300	4,932,418
Chic. & Gr. Trunk Nov.	249,545	233,903	9,115	def. 11,941
Jan. 1 to Nov. 30...	2,359,436	2,523,746	251,503	85,628
Det. Gr. H. & Mil. Nov.	78,332	81,263	4,330	2,197
Jan. 1 to Nov. 30...	875,213	926,757	99,167	103,093
Illinois Central a. Nov.	1,873,455	2,157,338	149,467	181,137
Jan. 1 to Nov. 30...	19,721,936	19,609,195	5,477,012	6,932,641
July 1 to Nov. 30...	9,347,922	9,422,614	2,612,894	3,322,153
Mexican Northern Nov.	36,937	54,104	17,897	23,503
Jan. 1 to Nov. 30...	632,003	624,778	346,402	333,655
Nash. Ch. & St. L. Dec.	433,499	453,291	198,543	177,152
Jan. 1 to Dec. 31...	5,014,913	4,371,363	1,938,344	1,961,949
July 1 to Dec. 31...	2,566,020	2,615,731	1,010,399	1,041,939
Norfolk & West'n. a. Nov.	90,173	93,101	21,073	22,615
Jan. 1 to Nov. 30...	10,937,845	8,781,433	2,963,933	1,934,433
July 1 to Nov. 30...	4,433,632	4,361,362	953,611	1,076,226
Peoria Dec. & Ev. Oct.	79,247	83,449	32,042	31,773
Jan. 1 to Oct. 31...	715,723	756,197	207,317	234,434
Phila. & Erie b. Nov.	473,598	459,972	162,645	151,737
Jan. 1 to Nov. 30...	4,161,177	4,037,139	1,215,007	1,177,099
Union Pacific—				
Union Pac. Ry. b. Nov.	1,363,337	1,362,814	515,953	563,218
Jan. 1 to Nov. 30...	13,206,899	13,191,880	4,955,801	5,131,212
Oreg. S. L. & U. N. b. Nov.	526,478	500,749	262,981	265,499
Jan. 1 to Nov. 30...	5,105,292	4,923,120	2,235,952	2,182,219
St. Jos. & Gd. Isl. b. Nov.	69,890	55,917	7,884	15,193
Jan. 1 to Nov. 30...	640,624	584,925	127,948	105,743
Cent. Branch. b. Nov.	44,449	43,914	24,917	19,574
Jan. 1 to Nov. 30...	395,703	298,915	180,050	86,631
Atch. C. & Pac. b. Nov.	31,144	27,524	def. 232	2,439
At. Jew. C. & W. b. Nov.	301,465	249,000	def. 24,792	def. 45,460
Grand Total b. Nov.	2,171,184	2,127,094	81,901	903,409
Jan. 1 to Nov. 30...	20,962,843	20,411,753	7,668,001	7,659,627
West Va. Cent. & P. Dec.	92,547	98,100	32,942	32,439
July 1 to Dec. 31...	588,441	613,954	197,783	219,225
W. Virginia & Pittsb. Oct.	35,164	37,181	20,237	23,119
Jan. 1 to Oct. 31...	326,826	318,757	170,973	184,134

a Net earnings here given are after deducting taxes.

b Net earnings here given are after deducting taxes.

c St. Louis Alton & Terre Haute not included in 1895 for the three months from July 1 to October 1.

† St. Louis Alton & Terre Haute included for the full period in both years.

Interest Charges and Surplus.—The following roads, in addition to their gross and net earnings given in the foregoing, also report charges for interest, &c., with the surplus or deficit above or below those charges.

Roads.	Interest, rentals, &c.		Bal. of Net Earnings.	
	1896.	1895.	1896.	1895.
Ohio & W. Mich...	32,330	33,554	def. 11,474	def. 7,302
Jan. 1 to Nov. 30...	372,322	371,287	def. 76,800	def. 75,705
Det. Lans. & Nor...	15,399	31,233	def. 3,119	def. 11,932
Jan. 1 to Nov. 30...	213,934	304,932	def. 76,537	def. 74,367
Nashv. Chat. & St. L. Dec.	125,481	126,267	41,082	5,395
July 1 to Dec. 31...	750,336	752,394	280,012	331,475

STREET RAILWAYS AND TRACTION COMPANIES.

The following table shows the gross earnings for the latest period of all STREET railways from which we are able to obtain weekly or monthly returns. The arrangement of the table is the same as that for the steam roads—that is, the first two columns of figures give the gross earnings for the latest

week or month, and the last two columns the earnings for the calendar year from January 1 to and including such latest week or month.

STREET RAILWAYS AND TRACTION COMPANIES.

GROSS EARNINGS.	Latest Gross Earnings.		Jan. 1 to Latest Date.	
	Week or Mo	1896-7.	1895-6.	1896-7.
Akron Bedf'd & Cleve.	December.	15,782	6,456	91,686
Akron St. Ry. & Ill. Co.	November.	16,180	15,670	181,118
Amsterdam St. Ry.	November.	3,926	3,828	45,195
Anders'n St. Ry. (Ind.)	October.	4,665	3,309	42,833
All. Consol. St. Ry.	December.	29,250	62,848	368,715
Atlanta Railway.	November.	6,171	8,768	474,112
Anarora St. Ry. (Ill.)	November.	4,971	5,650	1,185,882
Baltimore Traction.	December.	100,956	95,673	1,249,669
Bath St. Ry. (N. Y.)	November.	1,481	1,587	20,503
Bay Cities Consol.	November.	6,500	6,755	83,475
Birmingham St. Ry.	November.	10,233	9,513	132,415
Bridgeport Traction.	November.	23,841	21,427	298,600
Brooklyn Con. St. Ry.	November.	23,899	20,379	278,841
Br'klyn Rap. Tr. Co.	December.	371,730	353,237	293,929
Br'klyn Heights.	December.	57,932	53,595	3,987,298
Br'klyn Qu'ns & Sub.	December.	429,671	408,532	720,400
Total for system.	Septemb'r.	14,977	14,219	5,269,062
Buffalo Ry.	December.	57,437	63,885	1,031,237
Chester Traction.	December.	62,976	62,736	206,311
Chic. & So. Side R.T.	November.	1,607	1,525	254,571
Cin. Newport & Cov.	August.	113,304	100,062	689,230
City Elec. (Rome, Ga.)	November.	126,058	130,137	436,377
Cleveland City Ry.	November.	5,382	5,382	400,371
Cleve. Falm. & E.	November.	10,881	11,730	15,425
Columbus St. Ry. (O.)	1st wk Jan.	21,863	22,316	782,634
Coney Island & B'klyn.	November.	245,538	2,092,756	1,499,266
Consol. Traction N.J.	Septemb'r.	9,209	8,845	1,367,757
Danv. Gas El. Light & Street Ry.	November.	5,914	5,914	10,881
Dayton Traction.	November.	53,059	54,558	11,730
Denver Con. Tramw.	November.	31,763	31,763	358,061
Detroit Ry.	November.	16,732	19,307	689,230
Duluth St. Ry.	November.	10,441	11,242	213,67
Erie Elec. Motor Co.	November.	16,632	15,848	216,505
Galveston City Ry.	November.	3,290	3,302	137,501
Herkimer Mohawk & N. Y. & F. R. El. Ry.	October.	549	549	200,487
Houston City Ry.	October.	18,714	17,346	35,571
Interstate Consol. of North Attleboro.	December.	9,837	9,836	129,857
Kingston City Ry.	December.	4,635	4,401	120,880
Lehigh Traction.	December.	9,654	9,654	89,511
London St. Ry. (Can.)	November.	6,658	6,658	379,834
Louisville Railway.	August.	28,482	29,207	392,640
Lowell Law & Harv.	November.	21,976	19,290	18,290
Lynn & Boston.	1st wk Jan.	28,812	29,659	29,659
Metrop. (Kansas City)	1st wk Jan.	4,802	4,154	52,515
Montgomery St. Ry.	December.	103,116	94,800	1,275,947
Montreal Street Ry.	November.	119,943	126,602	1,144,411
Nassau Elec. (B'klyn)	November.	5,121	5,793	1,144,411
Newburgh Electric.	November.	15,385	15,405	241,408
New England St.	December.	2,093	2,095	231,945
Winchester & Plymouth.	December.	17,478	17,500	30,472
Plym'th & Kingston.	December.	4,592	4,769	262,417
Total.	October.	3,082	2,896	40,242
New Haven & Centrev.	December.	108,560	120,462	51,241
New London St. Ry.	December.	108,560	120,462	1,343,148
New Orleans Traction.	December.	26,525	26,525	1,343,148
N. Y. & Queens Cy.	December.	1,394	1,416	1,343,148
Ogdensburg St. Ry.	November.	23,819	24,554	273,122
Pawson Ry.	November.	1,321	1,321	14,442
Pittsb. Ft. Sub. El. Ry.	November.	6,011	6,655	80,068
Po'keepsie & Wapp. F.	Septemb'r.	3,892	4,023	27,590
Rapid Ry. (Detroit).	December.	74,263	71,000	23,979
Roanoke Street.	December.	5,588	5,582	92,566
Rochester Ry.	December.	4,193	4,129	48,661
Schenckville Traction.	December.	5,582	5,582	48,661
Schenckville Val. Trac.	December.	32,648	29,181	353,403
Seranton & Pittston.	December.	38,572	37,755	299,298
Seranton Traction.	December.	6,183	6,829	502,821
Sioux City Traction.	December.	2,709	2,944	357,010
Syracuse E't-Sub. Ry.	December.	33,968	36,524	71,733
Syracuse Rap. Tr. Ry.	October.	12,450	11,997	71,733
Third Ave. (N. Y.)	September.	7,557	78,447	37,328
Toronto Ry.	November.	159,335	162,666	1,230,771
Twin City Rap. Tran.	November.	16,422	16,008	2,000,858
Union (N. Bedford).	December.	131,643	133,628	1,948,743
United Traction (Prov.)	November.	12,142	13,146	9,942,498
Unit. Trac. (Reading)	December.	3,682	3,763	1,866,110
Wakfield & Stone.	December.	21,770	22,788	1,796,312
Waterbury Traction.	November.	12,716	12,928	188,600
Wheeling Railway.	November.	41,217	39,401	1,495,031
Wilkesb. & W. Valley.	November.	3,458	3,092	176,886
Wilmington St. Ry.	September.	40,109	39,046	58,857
Worcester Consol.	October.	14,291	14,291	245,363
Worcester Sub. St. Ry.	September.	14,291	14,291	152,494

Figures were exceptional in 1895 on account of Atlanta Exposition

Street Railway Net Earnings.—The following table gives the returns of STREET railway gross and net earnings received this week. In reporting these net earnings for the street railways, we adopt the same plan as that for the steam roads—that is, we print each week all the returns received that week, but once a month (on the third or the fourth Saturday) we bring together all the roads furnishing returns, and the latest statement of this kind will be found in the CHRONICLE of December 13, 1896. The next will appear in the issue of January 23, 1897.

Roads.	Gross Earnings.		Net Earnings.	
	1896.	1895.	1896.	1895.
Albany Railway—				
Oct. 1 to Dec. 31.	137,357	131,931	52,942	49,060
Jan. 1 to Dec. 31.	551,339	519,386	194,416	205,773
Bath Street Ry.				
Jan. 1 to Dec. 31.	1,181	1,347	512	526
Jan. 1 to Dec. 31.	20,503	20,901	6,961	6,762
Chester (Pa.) Trac'tn.				
Jan. 1 to Dec. 31.	11,977	14,219	6,499	5,868
Jan. 1 to Dec. 31.	205,331	204,371	105,746	104,259
Cleveland Electric.				
Nov. 1 to Nov. 30.	128,058	130,137	37,467	41,102
Jan. 1 to Dec. 31.	1,499,263	1,367,757	510,960	480,015
Columbus (O.) St. Ry.				
Jan. 1 to Dec. 31.	52,523	55,408	23,544	23,138
Jan. 1 to Dec. 31.	631,323	629,995	322,379	318,401

Roads.	Gross Earnings.		Net Earnings.	
	1896.	1895.	1896.	1895.
Inter-State Consol. Street Ry. (No. Attleboro.)				
Jan. 1 to Dec. 31.	9,837	8,936	1,543	1,439
Jan. 1 to Dec. 31.	123,857	123,857	25,103	25,103
Lehigh Traction.				
Jan. 1 to Dec. 31.	9,654	9,654	5,052	5,052
Jan. 1 to Dec. 31.	120,880	120,880	56,546	56,546
Jan. 1 to Dec. 31.	63,630	63,630	32,471	32,471
New London St. Ry.				
Jan. 1 to Dec. 31.	3,082	2,890	455	285
Jan. 1 to Dec. 31.	53,429	51,241	20,159	18,527
Schenckville Traction.				
Jan. 1 to Dec. 31.	8,399	8,362	3,785	3,780
Jan. 1 to Dec. 31.	99,507	92,566	41,298	35,294
Seranton Traction.				
Jan. 1 to Dec. 31.	32,618	29,181	15,839	15,146
Jan. 1 to Dec. 31.	353,403	299,298	167,955	141,909
Jan. 1 to Dec. 31.	191,628	168,531	89,235	87,557
Seranton & Pittston.				
Jan. 1 to Dec. 31.	5,582	3,508	2,026	1,019
Jan. 1 to Dec. 31.	36,064	36,064	15,692	15,692
Waterbury Traction.				
Jan. 1 to Dec. 31.	21,770	22,789	9,523	10,909
Jan. 1 to Dec. 31.	245,363	245,363	113,842	113,842

Interest Charges and Surplus.—The following STREET railways, in addition to their gross and net earnings given in the foregoing, also report charges for interest, &c., with the surplus or deficit above or below those charges.

Roads.	Interest, rentals, &c.		Bal. of Net Earnings.	
	1896.	1895.	1896.	1895.
Schenckville Traction.				
Jan. 1 to Dec. 31.	2,083	2,083	1,702	1,697
Jan. 1 to Dec. 31.	25,000	25,000	17,288	10,294
Seranton & Pittston.				
Jan. 1 to Dec. 31.	1,432	1,432	514	514
Jan. 1 to Dec. 31.	8,992	8,992	6,800	6,800
Waterbury Traction.				
Jan. 1 to Dec. 31.	5,130	3,158	4,393	7,751
Jan. 1 to Dec. 31.	51,038	51,038	62,444	62,444

ANNUAL REPORTS.

Annual Reports.—The following is an index to all annual reports of steam railroads, street railways and miscellaneous companies which have been published since the last editions of the INVESTORS' and STREET RAILWAY SUPPLEMENTS. This index does not include reports in to-day's CHRONICLE. NOTE.—Full-face figures refer to Volume 64.

RAILROADS AND MISCEL. CO'S.		RAILROAD AND MISCEL. CO'S (Con.)	
Volumes 63 and 64—	Page.	Volumes 63 and 64—	Page.
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American Cotton Oil.	1097, 1019	Michigan Central.	1135
American Type Foundry.	782	Missouri Pacific.	877
Anaconda Copper Mining.	1150	Mobile & Birmingham.	1113
Atch. Topeka & Santa Fe (6 mos.).	791	Newark Somerset & Stratsville.	1008
Atlantic & Danville.	81	Northern Pacific.	885, 1090
Baltimore & Ohio.	301, 991, 945	Northern R.R. of New Jersey.	837
Do Little's report 1000, 1040, 1062		Penn. Heat Light & Power.	793
B. & O. Southwestern.	1006, 1020	Pittsburg & Western.	1111
Buffalo & Susquehanna.	1154	Sandusky Mansfield & Newark.	1098
Canada Southern.	1153	South Carolina & Georgia.	905
Central of Georgia Ry.	1150, 1154, 1160	Southern Pacific.	885
Central Ohio.	1067	Sullivan Valley.	877
Chicago, Burlington & Quincy.	877	Vermont Valley.	877
Chic. June, Rys. & Un. St. Ry.	875	Welshach Commercial Co.	1091
Chic. Peoria & St. Louis (6 mos.).	791	Wheeling & Lake Erie.	793
Cincinnati Port-mouth & Virginia.	791	Wilmington Columbia & Aug.	1155
Cleveland Akron & Columbus.	1112	Wilmington & Weldon.	1185
Cleveland Canton & Southern.	1156	Wisconsin Central.	921
Cleveland Lorain & Wheeling.	39		
Cleveland Terminal & Valley.	791		
Cleveland & Cincinnati Midland.	1007		
Columbus Sandusky & H.	835		
Evansville & Indianapolis.	878		
Florida Cent. & Pensacola.	779		
Inter-oceanic of Mexico.	1113		
Iron teamboat Co.	996		
Kanawha & Michigan.	792		
Kan City Ft. Scott & Memp.	1155		
Kansas City Memphis & B.	1156		
Lake Shore & Michigan Southern.	1155		
Lehigh & Hudson River.	1111		
Long Island R.R.	836		
Manhattan Elevated.	876		
Mergenthaler Linotype Co.	1157		
Mexican Northern.	792		

Lehigh Valley Railway.

(For the year ending Nov. 30, 1896.)

The remarks of Mr. Wilbur, the President, and also the balance sheet, and other tables, will be found on subsequent pages of to-day's CHRONICLE. The operations, earnings, expenses and charges for three years are shown below:

OPERATIONS, ETC.			
	1895-96.	1894-95.	1893-94.
Miles operated.	1,960	1,960	1,921
Equipment—			
Locomotives.	750	645	668
Passenger equipment.	401	362	356
Freight cars.	18,390	16,390	16,555
Coal cars.	29,647	31,928	34,475
Work and miscel. cars.	837	798	792
On track coal car'd (tons).	11,534,854	12,045,368	11,103,157
Bit coal & coke car'd (tons).	819,934	456,194	327,507
Miscel. freight car'd (tons).	6,520,576	5,957,625	4,690,885
Total carried (tons).	18,875,368	18,559,187	16,121,549
Tons anthracite coal car'd one mile.	1,265,097,169	1,293,672,112	1,130,195,335
Tons bituminous coal and coke carried one mile.	68,854,844	29,973,404	16,962,073
Tons miscellaneous freights carried one mile.	1,555,547,241	1,293,200,791	1,004,772,737
Total tons carried one mile.	2,989,533,293	2,606,946,310	2,151,830,145
Average rate per ton per mile on coal.	648-1000s.	640-1000s.	732-1000s.
Average rate per ton per mile on miscel. freight.	490-1000s.	534-1000s.	595-1000s.
Average rate per ton per mile on total tonnage.	537-1000s.	588-1000s.	668-1000s.
Number pass. carried.	5,020,464	4,744,037	4,812,632
Number pass. car'd 1 m.	12,179,711	118,242,839	102,579,780
Av. rate per pass. p. mile.	2-02s cents.	1-95s cents.	2-02s cents.

EARNINGS AND EXPENSES.

	1895-96.	1894-95.	1893-94.
Earnings—			
From coal.....	8,823,574	8,470,859	8,391,542
From miscel. freights.....	7,472,104	6,449,082	5,982,854
From passengers.....	2,153,536	2,316,540	2,104,677
From express and mail.....	340,082	281,798	262,591
From other items.....	522,364	646,197	583,926
Total.....	19,514,660	18,564,454	17,330,591
Expenses—			
Maintenance of way, &c.....	2,082,913	1,861,118	1,772,978
Maintenance of equip't.....	2,604,687	2,433,081	2,028,327
Conduct'g transportation.....	9,102,794	8,744,139	8,872,185
General.....	58,712	557,999	581,037
Taxes.....	208,552	192,065	136,007
Total.....	14,583,858	14,028,453	13,320,829
Net earnings.....	4,931,002	4,536,001	4,009,765

INCOME ACCOUNT.

	1895-96.	1894-95.	1893-94.
Net earnings.....	4,931,002	4,536,001	4,009,765
Receipts from investments and miscellaneous.....	676,159	990,915	1,036,053
Total.....	5,607,161	5,526,916	5,045,818
Deduct—			
Southern Cent. R.R. prop'n.....		5,709	21,748
L. Val. Transp'n loss.....		92,569	194,562
Int. on floating debt, State taxes, loss on Morris Canal, etc.....	673,366	491,416	428,698
Int. on funded debt & fixed rentals of leased lines.....	4,484,033	4,294,330	4,273,740
Total.....	5,157,399	4,884,074	4,918,748
Balance, surplus.....	514,762	642,842	127,070

As to Income on Coal Company bonds, see editorial.

—V. 63, p. 1066.

Missouri Kansas & Texas Railway.

(Earnings for year ending Dec. 31, 1896.)

Gross earnings for calendar year 1896 have been reported and compare as follows with 1895 and 1894 and with the year 1891:

	1896.	1895.	1894.	1891.
Freight.....	\$9,747,855	\$8,402,266	\$8,010,969	\$7,284,045
Passenger.....	1,940,241	2,014,772	1,486,974	1,193,777
Mail.....	322,387	317,250	287,016	266,135
Express.....	194,217	194,730	184,959	148,811
Miscellaneous.....	36,749	73,122	92,666	137,522
Total gross.....	\$11,746,239	\$11,030,140	\$10,502,588	\$9,775,125

—V. 63, p. 838.

Choctaw Oklahoma & Gulf Railroad.

(Report for the year ending October 31, 1896.)

President Francis I. Gowen in the report says in part:

General Results.—Considering the great business depression during the year, the earnings of your property cannot but be regarded as reasonably satisfactory. In addition to general adverse conditions, the earnings of the railroad department for the first eight months were considerably diminished by our inability to secure from connecting lines fair divisions of rates on through business. In July, 1896, however, more equitable arrangements were made, and as a result this business has since been much more remunerative.

The sales of coal increased over 1895 to the amount of only 5,451 tons. This result was due to two causes: First, the largely decreased demand of the railroad companies [owing to their comparatively light traffic] and the very considerable falling off in the commercial business due to the extremely mild winter; and second, the low price at which the competitive coals from the Kansas field were marketed as the result of a coal war. It is not likely that this condition of affairs will continue, and indeed the prices in the past few months have been advancing. The business of the railroad has, of course, suffered as a result of the comparatively small output of coal, but the fact that the earnings of this department alone for the past year have been almost equal to the entire present interest charges of the company is most encouraging. It is believed that there will be a very decided increase in these earnings for the current year. Comparing the three months of October, November and December, 1896, with the same months of 1895, the gross earnings have increased from \$147,000, in round figures, to over \$200,000. The roadbed, equipment and mines of the company have been maintained in good condition. The output of coal in 1896 was 364,110 tons against 358,655 tons in 1895.

Land Tenure in Indian Territory.—The report says:

Nothing could, however, add so materially to the earnings of your road as a change in the existing conditions of land tenure in the Indian Territory. Only a few weeks ago the Hayes Commission reached an agreement with a Commission appointed by the Choctaw Nation, which will probably be made the basis for action by Congress at an early date. This agreement provides for the establishment of towns and for allotment of the land in severalty among the members of the Choctaw Nation and authorizes leases of lands by the allottees. It is hoped the term of such leases may be made sufficiently long to induce settlement and cultivation of the lands. The importance of any such arrangement will be appreciated when it is considered that 137 miles of your railroad out of a total of 216 are in the Indian Territory and 95 of these 137 miles are in the Choctaw country.

Retirement of Bonds with Preferred Stock.—During the past year an issue of 80,000 shares of preferred stock of the par value of \$50 was made, from which the company realized in its own bonds and in cash the sum of \$3,037,500, or \$37.97 per share. The bonds received in exchange included \$1,300,000 of the general mortgage and all of the income mortgage bonds, although four of the latter have not yet been surrendered. The general mortgage bonds have been lodged with the Girard Life Insurance, Annuity & Trust Company of Philadelphia, under an agreement which permits their use only for future extensions (exceeding 10 miles in length), and

at a rate not in excess of \$15,000 a mile for new road constructed. The income mortgage bonds will not be reissued.

The reasons for this transaction were of a two-fold character. In the first place, as the coal business was falling short of what had been counted upon, it was felt to be wiser to bring the fixed charges within the earning capacity of the company. It was also considered best to secure bonds for extensions in case construction should be forced upon the company in order properly to protect its business. Fortunately, the immediate use of these bonds for that purpose has been rendered unnecessary by the satisfactory arrangements made with our connecting lines. The larger part of the car trusts have been paid off and those outstanding will be retired out of the proceeds of the installment on the preferred stock, which is payable April 1, 1897.

Extension Proposed.—A survey has been made for an extension to the Kansas City Pittsburg & Gulf R.R., and construction will probably be undertaken this summer. Pending this, an arrangement has been made for the interchange of business between the two roads via the Frisco road, which forms an intermediate link between them.

Financial Status.—The company has no floating debt. During the past year the car trust obligations have been largely reduced. The amount required to pay those still outstanding is \$125,000. The company now owns 15 locomotives, 10 cars in passenger service, 491 coal cars and 41 other cars. It holds under lease the following title to which will be acquired when outstanding car trust obligations are liquidated: 402 coal cars, 250 stock cars, 50 box cars. No balance sheet is given.

Earnings.—The comparative statement of earnings for two years is as below, the results for 1895 covering but one month's operation of the new line:

	1896.	1895.
Passenger receipts.....	\$120,146	\$88,681
Freight.....	361,219	233,829
Mail, express, etc.....	58,655	61,326
Gross earnings.....	\$540,040	\$383,835
Operating expenses.....	340,819	205,859
Net earnings.....	\$200,220	\$177,976
Mining Department—		
Receipts.....	\$536,017	\$559,345
Expenses.....	509,630	495,280
Net earnings.....	\$26,387	\$64,065
Total net income for both departments.....	\$226,607	\$242,041
Taxes.....	11,200	11,200
Balance.....	\$217,407	\$230,841

Int. charge on \$1,000,000 prior lien bonds and \$2,995,000 gen. mort. on new outstanding is \$209,750

New Directors.—During the year Samuel Dickson, N. Thouron and Charles Bidle resigned from the Board in order to give a representation to the preferred stock, their places being filled by the election of Samuel Hunt, Edward B. Smith and Edward D. Toland.—V. 62, p. 868.

Edison Electric Illuminating Co. of Brooklyn.

(Statement for year ending Dec. 31, 1896.)

In advance of the annual report the earnings and expenses for the late year have been reported as follows:

	1896.	1895.	1894.
Gross earnings.....	\$910,266	\$821,149	\$421,074
Expenses and taxes.....	494,266	383,707	234,199
Net earnings.....	\$416,000	\$437,442	\$186,875
Other income.....	31,143	29,907	33,539
Total.....	\$447,143	\$467,349	\$220,414
Deduct—			
Interest on bonds.....	\$50,000	\$33,750	\$25,000
Dividends..... (8%)	225,000	202,500	188,750
Total.....	\$275,000	\$236,250	\$213,750
Surplus for year.....	\$172,143	\$231,099	\$106,664

Doubtful accounts for \$7,143 were written off and \$51,000 was carried to "Depreciation Reserve," leaving balance to credit of income Dec. 31, 1896, \$53,413.—V. 63, p. 633.

The H. B. Claffin Company.

(Report for the half-year ending Dec. 31, 1896.)

Mr. John Claffin, President, says in the report:

"During July, August, September and October the whole country was prostrated by fears which were dissipated by the result of the Presidential election. After November 3 a hopeful note prevailed, but the season was too far advanced for any appreciable improvement in trade, and the last six months of 1896 add a fitting final chapter to the record of four years of difficulty and disappointment.

"Our net profit for the six months is \$103,402, against \$359,273 for the corresponding period in 1895.

"Whenever this country gets a tariff which will reduce sufficient revenue for the needs of the Government and will at the same time intelligently encourage domestic industries, we expect a return of general prosperity. Meantime we think there will be a moderate recovery from the present unreasonable depression."

The following, compiled for the CHRONICLE, compares the results of the half-year's business in four seasons:

	1896.	1895.	1894.	1893.
Net earnings, after taxes, salaries and expenses.....	103,402	359,273	245,435	6,523
Int. on pref. stocks 1/2 year.....	142,126	142,126	142,126	142,125
Remainder for com. stock, df. 38,723	217,147	217,147	104,309	df. 135,603
Dividends on com. stock.....	114,473	114,473	114,473	114,473
Surp. in autumn for com. df. 153,596	102,374	df. 11,564	df. 250,475	df. 250,475
Reserve for common brought forward.....	277,006	273,615	287,489	552,076
Surp. reserve for com. stock, 123,410	376,989	376,989	275,916	301,601

The following table shows the results for the full years 1893 to 1896 inclusive, the "profit" being given after deducting the dividends (\$284,252) on the preferred stock:

	1896.	1895.	1894.	1893.
Profit for year over interest on pref. stock.....	df.22,734	329,714	204,031	39,535
Dividends on common.....	229,746	229,746	229,746	287,182
Balance.....	df.252,490	sur.93,972	df.25,685	df.247,647
Dividends on common stock from organization to October, 1892, 8 per cent per annum; from October, 1892, to July, 1893, 9 per cent; from July, 1893, to date, 6 per cent per annum.				

BALANCE SHEET DECEMBER 31, 1896.

Assets.	Liabilities.
Cash.....\$1,826,119	Capital.....\$9,000,000
Dividends, account of.....152,187	Open accounts payable, 6,706,259
Autumn business.....1,249,068	Foreign exchange and loan account.....159,080
Open acc't receivable.....4,411,804	Surplus reserve.....277,008
Merchandise.....5,825,570	Profits autumn, 1896.....103,403
Store property.....2,739,181	
Stable.....27,197	
Horses, trucks, &c.....14,622	
Total.....\$16,245,748	Total.....\$16,245,748

—V. 63, p. 115.

GENERAL INVESTMENT NEWS.

Reorganizations, Etc.—Latest Data as to Defaults, Reorganization Plans, Payment of Overdue Coupons, Etc.—All facts of this nature appearing since the publication of the last issues of the INVESTORS' and STREET RAILWAY SUPPLEMENTS may be readily found by means of the following index. This index does not include matter in to-day's CHRONICLE.

NOTE.—Full-face figures refer to Volume 64.

For some small companies see index in CHRONICLE of December 26, 1896.

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Albany (Street) Railway.—Quarterly.—Earnings for the quarter and the six months ending December 31 were:

3 months	Gross earnings.	Net earnings.	Other income.	Interest.	Taxes, etc.	Balance, surplus.
end. Dec. 31—						
1896.....	\$137,357	\$52,942	\$191	\$18,704	\$34,729	
1895.....	131,981	49,054	424	21,457	27,021	
6 months—						
1896.....	\$247,007	\$109,469	\$1,024	\$37,393	\$73,500	
1895.....	275,128	112,243	884	43,894	69,213	

Loans and bills payable Dec. 31, 1896, \$131,000, against \$85,000 on June 30.—V. 63, p. 967.

American Sugar Refining.—Annual Meeting.—At the annual meeting on Wednesday directors Henry O. Havemeyer, William Dick and Francis O. Matthiessen were re-elected. President Havemeyer made some general remarks expressing the desire of the directors for the approbation of the stockholders, but giving no information whatever regarding the finances or operations of the company.

Contest with Arbuckles.—Arbuckle Brothers having acquired 61 shares of stock of the Woolson Spice Co., the remainder of whose stock was recently purchased by the American Sugar Refining Co., have brought suit to have the Woolson Company placed in receivers' hands. Their petition alleges that the Sugar Company stated when purchasing the

Woolson stock that it was to be used solely to enable the trust to crush the Arbuckles, and that as soon as that should have been accomplished, it would be sold back to the original holders at a reduced rate; that in the face of a rising market the trust has made a reduction of 2 cents in the roasted coffee, and that the plant is now being operated at a loss of about \$1,000 a day. The court issued a restraining order, and will hear the motion Jan. 25.—V. 64, p. 40.

Atlantic & Pacific RR.—New Committee.—A committee is being formed to protect the interests of the holders of junior bonds and of the stock. Holders are requested to send their names and amount of their holdings to F. W. Lillie, Mills Building, New York City.—V. 64, p. 49.

Atlantic Short Line RR.—Sale Confirmed.—The foreclosure sale of this road has been confirmed.—V. 64, p. 40.

Bloomsburg & Sullivan RR.—Coupons Cut Off.—The bondholders are requested by their committee to cut off and deposit with the Fidelity Trust & Safe Deposit Company of Philadelphia coupons due respectively July, 1896, and January and July, 1897. A form of agreement can be had upon application to the Fidelity Company.

A circular sent out by the committee, which consists of Morton McMichael, J. G. Leiper, H. H. Pigott, A. W. Kelsey, F. W. Clark, Jr., says in substance:

At a meeting representing a large majority of the bonds your committee was appointed to decide upon a practicable plan for providing the considerable sum of money required in order to rebuild bridges and for other necessary improvements. Up to Dec. 1 the road earned net \$22,700. The taxes for 1896 were \$1,858, the new construction has cost \$12,735, and \$540 has been paid for right of way. It will be seen that the sum of these debit items amount up to the net earnings, leaving the road, however, clear of any debt but the bonds (\$810,000). To finish the work originally contemplated will take all of \$12,000 more, so that the Committee is convinced that bondholders will be obliged to give up their coupons, viz: July, 1896; January, 1897, and July, 1897, after which there seems to be every prospect of the resumption of interest payments, although probably the interest may have to be less than 5 per cent and taxes.—V. 63, p. 115.

Branswick Company.—Sold in Foreclosure.—At foreclosure sale Jan. 5 this property was bought in by the bondholders' committee for \$50,000. The Knickerbocker Trust Co. was trustee of the \$300,000 mortgage foreclosed.—V. 63, p. 135.

Bute & Boston Mining.—Securities Deposited Under Plan.—The following securities, it is stated, have been deposited under the plan: \$935,000 first mortgage bonds, \$917,000 second mortgage consols and 190,335 shares of stock, leaving unassented \$63,000 first mortgage bonds and \$33,000 second mortgage consols and 9,665 shares of stock.—V. 63, p. 1153.

Calumet & Hecla Mining.—Extra Dividend.—The company has declared the expected \$5 per share dividend, and an extra dividend of \$10, making \$15 in all, calling for distribution of \$1,500,000.—V. 63, p. 188.

Central Ohio RR.—Stockholders' Committee and Circular.—At a meeting recently of many of the larger stockholders a committee was appointed consisting of Joseph H. Riemann, Chairman (Howard and German Streets, Baltimore, Md.); William H. Conkling and Basil B. Gordon, with general instructions to confer with all stockholders desiring to protect their rights under the lease to the B. & O. RR Co. The committee has sent to stockholders the following circular:

The lease provides that 35 per cent of the gross earnings of the Central Ohio shall be turned over to our stockholders, and under its provisions, for thirty years, dividends on the stock have been paid, and the surplus, now aggregating nearly \$1,000,000, has been withheld by the B. & O., and is acknowledged by them as an obligation due us. Ten months ago the B. & O. went into the hands of receivers. No dividend on our stock has since been paid, and while our gross receipts are greater than last year, the statement furnished by receiver Green alleges that the operating expense for this last six months have been 97 per cent of the gross receipts, which our contract is limited to be in excellent order. Among other items we are charged with \$12,000 for six months' maintenance of equipment, whereas the rolling stock on the road belongs to the B. & O., and it is specifically pledged to maintain it. Such a statement should need no comment.

The insignificant net earnings allowed us under such a system are not nearly enough to meet the coupons on bonds ahead of our stock. In addition to this there are other obligations in the way of leased lines which have been put upon the road without the knowledge of stockholders, and which claim to be upon the same footing as the bonded debt. The continuance of these conditions must result in final foreclosure and the total extinction of our interest. It is the opinion of this committee that nothing but prompt and energetic measures can avert this disaster and restore this property to its original and intrinsic value. A meeting of stockholders will shortly be called.

As to the suit brought by a stockholder of the Columbus & Cincinnati Midland RR. to secure payment of dividends guaranteed by the Central Ohio, see item headed Columbus & Cincinnati Midland below.—V. 64, p. 32.

Central Pacific RR.—Listing.—On the regular list of the New York Stock Exchange have been placed \$3,210,000 first mortgage series E bonds extended to Jan. 1, 1898, and on the special list \$787,000 series E extended and \$1,323,000 series F, G, H and I bonds recently held in the Government sinking fund and now issued stamped either as stated in V. 63, p. 1093 or as follows:

UNITED STATES TREASURY DEPARTMENT, Dec. 22, 1896.
This bond is hereby withdrawn from the sinking fund of the Central Pacific RR. Co. and released to bearer.
W. E. CURTIS, Acting Secretary.

Chattanooga Rome & Columbus RR.—Sold in Foreclosure.—This road was purchased at foreclosure sale January 13 by Simon Borg & Co., agents for the bondholders, for \$300,000. The sale was made subject to the Rome & Carrollton RR. mortgage for \$150,000.—V. 64, p. 32.

Choctaw Oklahoma & Gulf RR.—Preferred Stock Listed.—On the Philadelphia Stock Exchange has been listed \$3,063,800 preferred stock. The authorized issue is \$3,000,000.

shares in \$50 shares, of which 61,272 shares have been issued and 18,728 shares are reserved to be issued as follows: 18,657 shares to take up certificates for a like number of shares on which three installments amounting to \$20 per share has been paid, to be issued full paid upon payment of final installment of \$5 per share, due and payable April 1, 1897; 71 shares to take up \$4,973 income bonds and scrip and \$814.55 preferred stock scrip outstanding. No dividend paid as yet. Preferred stock is entitled to dividend of 5 per cent (cumulative after Nov. 1, 1897,) before any dividend shall be paid on common stock. The annual report appears on another page of to-day's CHRONICLE.—V. 62, p. 868.

Colorado Midland RR.—Extension of Bondholders' Agreement Adopted.—Reorganization Plan to be Prepared.—A large majority of both classes of bonds has assented to the extension of the bondholders' agreement to July 1, 1897. The committee accordingly announces that it will now proceed to prepare a plan of reorganization and to submit the same to the bondholders for their approval as soon as practicable. Certificate holders who have not yet assented to the extension of the agreement may present their certificates for stamping at the Central Trust Company until Feb. 1, 1897, or withdraw their bonds from deposit upon surrender of the certificate and payment of \$10 per bond as their share of the expenses of the committee. Deposits of bonds under the agreement will also be received up to Feb. 1, 1897, after which date deposits and assents will be accepted only upon such terms as the committee may impose.—V. 63, p. 1115.

Columbus & Cincinnati Midland RR.—Baltimore & Ohio RR.—Central Ohio RR.—Suit to Collect Rental.—W. E. Case of Scipio, N. Y., has brought suit in the United States Circuit Court at Baltimore to compel the Baltimore & Ohio receivers to pay the guaranteed annual dividend of 3 per cent on the \$1,000,000 preferred stock of the Columbus & Cincinnati Midland RR., which road is under lease to the Central Ohio, the latter being operated by the Baltimore & Ohio. The plaintiff alleges that the B. & O. share of the Central Ohio gross earnings and the Columbus & Cincinnati Midland net earnings have been more than sufficient to pay the dividends passed July 1, 1896, and Jan. 1, 1897. The receivers are ordered to show cause on Feb. 6 why these charges have not been met.—V. 63, p. 1007; V. 64, p. 82.

Columbus & Hocking Coal & Iron.—Foreclosure Suit Instituted.—At Columbus, Ohio, Jan. 8, the Central Trust Company, as trustee, brought suit in the United States Circuit Court to foreclose the mortgage for \$930,000 and for its own receiver. The interest due Jan. 1, 1897, was not paid. The mortgage provides, "if any default shall be made in the payment, when due, of any money, principal or interest secured by this mortgage," then at any time thereafter the trustee may begin foreclosure. The customary delay is, therefore, not necessary. As already stated, it is proposed to scale the interest on the bonds.—V. 64, p. 41.

Columbus Sandusky & Hocking RR.—Receiver Appointed.—Yesterday, without notice to the company, E. M. Paston was appointed receiver of the Columbus Sandusky & Hocking on the application of a creditor.—V. 63, p. 1117.

Cuyler & Woodburn RR.—Master's Sale.—This property is advertised to be sold March 2, 1897. The road extends from Cuyler to Woodburn, Ga., 14 miles.

Duluth & Winnipeg RR.—Duluth Superior & Western RR.—New Securities Ready.—Holders of reorganization certificates for the first mortgage bonds of the Duluth & Winnipeg are receiving the new securities issuable therefor at the office, No. 44 Wall Street, New York City.—V. 63, p. 1063.

Edison Electric Illuminating Co. of Brooklyn.—New Stock and Bonds.—The stockholders on Jan. 11 authorized an increase in the capital stock of \$250,000 and a further issue of \$500,000 bonds under the present mortgage. These securities are offered until Feb. 1 at par to the stockholders at the rate of ten shares of stock and a \$1,000 bond for each 150 shares of stock held. The subscriber must take both stock and bonds in equal amounts, payments to be made 20 per cent at time of subscription, 30 per cent April 1, 30 per cent July 1 and 20 per cent Oct. 1. A circular to the stockholders says:

The purpose of your company is to keep in the forefront as to supplying any section of the city as rapidly as there is call for electric light. Last summer Bergen Beach and Canarsie were made bright with the best of lighting at regular rates. By the enlargement now contemplated, the much larger population of Coney Island, which has heretofore been compelled to pay high prices for its electric lights, will be amply supplied by this company at current rates.

In furtherance of this policy your directors have purchased a very valuable piece of property at the foot of Sixty-sixth Street, containing 260 feet of water front and running 576 feet back—392 feet of which is good land all ready to build upon. Here it is proposed to erect a new power plant, which will be connected with all the other stations and give to the city of Brooklyn the most completely equipped lighting plant of any city in this country. The calculations submitted demonstrate that the economy in operation by reason of the improvements will be far in excess of the interest and dividends upon the new issues without reference to the new business to be supplied. At no period in the progress of your company have its officers been so confident of its future.

A statement of earnings for the late fiscal year will be found under the heading "Annual Reports."—V. 63, p. 683.

Fair Haven & Westville RR.—New Haven & Centerville Street Ry. \$300,000 Stock to Pay for Road.—The Fair Haven & Westville RR. Co. has voted to issue at par to stockholders \$300,000 of new stock to pay for the New Haven & Centerville Street Ry. recently purchased. Possession of the road was taken Jan. 1, 1897.

Green Bay & Western RR.—Securities Listed.—The company has listed at the New York Stock Exchange \$3,500,000 capital stock, \$600,000 debenture certificates, series A, and \$7,000,000 debenture certificates, series B, all issued under the plan in V. 61, p. 74, which describes them fully. Some facts regarding the company's finances will be found under "Annual Reports" in next week's CHRONICLE.—V. 63, p. 922.

Kansas City & Atlantic RR.—Kansas City & Northern Connecting RR.—Sale and Purchase.—The Kansas City & Atlantic, extending from North Kansas City to Smithville, Mo., 90 miles, has been acquired by the Kan. City & North. Connecting RR., and will be used as part of that company's line now in course of construction between Kansas City and Pattonsburg. The price paid is stated to have been \$225,000. The new owners assumed the operation of the road Jan. 11. The extension to Pattonsburg will be pushed.—V. 63, p. 186.

Kansas City Pittsburg & Gulf RR.—Handling Grain Business.—Negotiations have just been completed with one of the leading grain exporting houses of the world for the handling of the entire grain business of the Kansas City Pittsburg & Gulf RR. These negotiations include the leasing of all the grain elevators on the Kansas City Suburban Belt RR. and the building of a large terminal elevator at Port Arthur, La. Contracts have also been closed whereby a large colony of Germans will be located on the road.—V. 63, p. 1115.

Laclede Gas Light Co.—Results for Year.—The net earnings for the year 1896 were \$782,213, as against \$383,893 in 1895. The falling off is said to represent the loss due to the voluntary reduction in the price of gas from \$1.18 to \$1 per 1,000 and to 80 cents on fuel gas.

Charter Case.—The decision in the charter case, which is to be re-argued before the U. S. Supreme Court, is not expected before next fall.—V. 63, p. 1159.

Lake Street Elevated RR.—Foreclosure.—Judge Grosscup at Chicago on Jan. 11 refused to stay the foreclosure proceedings. The attorneys arguing for the stay represented that, outside of the 605 Ziegler bonds, which are in litigation, there are but 240 bonds not consenting to the plan of adjustment.—V. 63, p. 154.

Little Rock & Mississippi River RR.—Receiver Appointed.—This road has been placed in the hands of Charles F. Pentzel as receiver. The road is said to be 28 miles long.

Louisville & Nashville RR.—Bonds Listed.—On the New York Stock Exchange have been listed the \$3,253,000 Louisville & Nashville-Louisville Cincinnati & Lexington 4½ per cents sold in December last to pay bonds maturing Jan. 1, 1897, etc.—see particulars in V. 63, p. 1010. The bonds so listed were originally 6s, but before they were issued the interest was reduced to 4½ per cent.

The application to the Stock Exchange states:

The \$3,253,000 Louisville & Nashville RR. Co., Louisville Cincinnati & Lexington Ry. Co. 4½ per cent gold mortgage bonds, are dated Nov. 1, 1881, mature Nov. 1, 1931, and are secured upon road Louisville to Newport, Ky., opposite Cincinnati, Ohio, 110 miles; La Grange to Lexington, Ky., 67 miles; total, 177 miles. Mortgage trustee, Mercantile Trust Co.

The Louisville Cincinnati & Lexington Ry. was sold and transferred Nov. 1, 1881, by the Louisville Cincinnati & Lexington Railway Co. to the Louisville & Nashville RR. Co. for and in consideration of the above issue of bonds of the Louisville & Nashville RR. Co., secured by a mortgage on the Louisville Cincinnati & Lexington Ry. The mortgage is for \$7,000,000, of which bonds Nos. 51 to 3,728 have been cremated, these bonds having originally been set aside to take up prior liens. The Louisville & Frankfort & Lexington & Frankfort RR. Co. first mortgage, amounting to \$2,350,000, matured Jan. 1, 1897, and the same have been redeemed from proceeds of above mentioned bonds, leaving \$982,000 of Louisville & Frankfort and Lexington & Frankfort 7 per cent bonds as the only prior lien to the bonds now asked to be listed. The rate of interest on the above issue of bonds was originally 6 per cent, but by agreement between the Louisville Cincinnati & Lexington Railway Co., the Louisville & Nashville Railroad Company and the Mercantile Trust Company, trustee, dated Dec. 1, 1896, the interest was reduced to 4½ per cent, the reduction of interest being printed on each bond and coupon, and the amount of bonds limited to \$3,253,000.

Semi-Annual Statement.—Earnings for the six months ending Dec. 31, 1896, partly estimated, compare with actual results in previous years as follows:

6 months end. Dec. 31.	Gross earnings.	Net earnings.	Fixed charges.	Other income.	All other charges.
1896, est'd.	\$10,577,945	\$3,321,296	\$2,322,641	\$221,064	\$217,223
1895, act'd.	10,720,081	3,984,442	2,331,170	176,126	134,745
1894, " "	10,186,878	4,103,638	2,420,763	179,844	1,065,282
1893, " "	9,755,923	3,374,577	2,550,713	161,940	72,124

which leaves a balance over all charges for six months of \$678,456 in 1896, against \$1,091,613 in 1895.

"All other charges" include the following: Loss on Georgia RR (profit in 1896 of \$14,000) in 1895, \$4,797; loss on other roads, \$23,084 in 1896 against \$33,991 in 1895; sinking fund payments, etc., \$21,133 against \$93,997; advances to South & North Ala. RR., \$98,001 in 1896; none in 1895.—V. 63, p. 1010.

Louisville New Albany & Chicago Ry.—Second Instalment Due.—Holders of the preferred and common stock subscribing to the common stock of the proposed new corporation are called upon to pay the second cash instalment at the office of the Central Trust Co. Jan. 15, being \$150 on each 100 shares of old preferred stock and \$50 on each 100 shares of old common stock.—V. 64, p. 42.

Manhattan Ry.—Bonds Listed.—On the New York Stock Exchange have been listed \$282,000 additional consolidated mortgage 4s, making the total amount listed \$24,182,000, of which \$117,000 are canceled, leaving amount on list \$24,065,000.—V. 64, p. 83.

Metropolitan Street Ry. of New York—Compressed Air Power Co.—Organization.—The Compressed Air Power Co. has filed articles of incorporation under the laws of N. Y., one-half of its authorized capital stock of \$1,000,000 having been paid in. The directors are William C. Whitney, Thomas J. Ryan, Frederick S. Pearson, William L. Elkins and W. W. Cook, all or most of whom are largely interested in the Metropolitan Street Railway Company. This latter fact has raised the question whether the Fourth, Sixth and Eighth Avenue horse-car lines may not after all be equipped with air motors. President H. H. Vreeland is quoted as saying:

"The matter has not yet gone beyond the experimental stage. We have had good results with both the underground trolley system and compressed air, and it is safe to say that one or the other of these will eventually be adopted for the north and south horse-car lines of the company. The Siemens & Halske electrical system has its advantages, and is highly regarded by many who are expert judges of mechanical traction. It is not so old as the compressed air system, but there have been some very great improvements recently in the latter, which have not been applied in previous tests."

The compressed air motors are built at Worcester, Mass., and several of them are in service on the Lenox Avenue line, alternating with the electric cars.—V. 63, p. 923.

Metropolitan West Side Elevated RR. (Chicago).—Remaining \$5,000,000 First Mortgage Bonds Offered.—The West Side Construction Co. is offering to its stockholders \$5,000,000 first mortgage bonds of the Metropolitan West Side Elevated RR.—the unsold balance of the authorized issue of \$15,000,000, and the bonds which at one time it was proposed to cancel and replace with preferred stock, this latter plan having proved impracticable. The proceeds will be used to liquidate the indebtedness of the Construction Company, and when this is done stock of the railroad company to the amount of \$12,412,100 will be distributed among the Construction stockholders, making \$15,000,000 stock and the same amount of bonds in the hands of the public.

The circular offering the bonds says in substance:

The contract undertaken by this company having been completed, it is deemed advisable to close up its affairs. The Construction Company now owns as assets \$5,000,000 of the first mortgage bonds of the Metropolitan West Side Elevated RR. Co. and \$12,412,100 of its capital stock. It also possesses other credits and assets consisting of moneys due from the Metropolitan West Side Elevated RR. Co. for work in excess of its contract, property acquired during the course of construction and various other interests. It is also entitled to receive bonds of the Union Consolidated Elevated Ry. Co. of Chicago, amounting to about \$375,000. Against all the assets above mentioned the Construction Company owes the sum of about \$1,500,000.

In order that the assets of the company may be realized upon to the best advantage, it is proposed that the directors have determined that the \$5,000,000 first mortgage bonds of the Railroad Company shall be sold to the stockholders of the Construction Company at such price as shall enable this company to realize a sufficient amount in cash to pay off its debt, and that thereafter the balance of its assets shall be distributed among the stockholders, and the affairs of the Construction Company be thus practically wound up with as little delay as possible. It is proposed that the \$12,412,100 of stock of the Metropolitan West Side Elevated RR. shall, so far as practicable, be distributed in kind among the stockholders of the Construction Company as soon as the indebtedness of the company shall have been taken care of by the sale of bonds herein provided for.

These \$5,000,000 of the first mortgage bonds, with coupon maturing February 1, 1897, are accordingly offered to our stockholders *pro rata* at the price of \$300 for each \$1,000 bond.—V. 63, p. 1065.

Michigan Central RR.—Terminal RR.—Chicago Hammond & Western RR.—New Mortgage.—A mortgage for \$1,500,000 to E. B. Wesley and William E. Roosevelt, as trustees, has been filed by the Terminal RR. Co. and the Michigan Central RR. Co. to secure, it is understood, bonds to be issued by the Michigan Central. The mortgage covers the roadbed, right of way and rolling stock of the Terminal Company. The instrument is dated Dec. 30, 1896, and is signed by F. S. Winston, President, and James Miles, Secretary, of the Terminal Company, and H. B. Ledyard and Edwin D. Worcester, President and Secretary of the Michigan Central.

The stockholders of the Chicago Hammond & Western were to vote Jan. 5 on a proposition to make a mortgage for \$2,500,000.—V. 63, p. 1083, 1155; V. 64, p. 5.

Nashville Chattanooga & St. Louis RR.—Payment of Regular and Deferred Dividends.—The directors this week declared the regular quarterly dividend of 1 per cent and an extra 1 per cent to cover the dividend passed last November. With the exception of that quarter 4 per cent has been paid annually during the last two years.—V. 63, p. 1063.

Nashville Street Ry.—Stockholders' Meeting.—The stockholders on Jan. 4 adopted a resolution approving the action of the directors in the carrying out of the plan of organization of the company, including the compromise of pending litigation and other questions growing out of the execution of said plan. The following matters were also acted upon favorably:

The payment of the purchase price of the property in the case of R. Wiggins vs. the United Electric Railway and others in the United States Circuit Court for the Middle District of Tennessee; the settlement of the betterment account proposed in the plan of organization; the issuance of stocks and bonds; the settlement of claims for bonds and claims on coupons.—V. 63, p. 1115.

New York Biscuit.—New President.—William H. Moore resigned from the presidency Jan. 6 and Henry J. Evans the General Manager, has succeeded to the office.—V. 63, p. 550.

Northern Pacific Ry.—Coeur d'Alene Ry. & Navigation.—Bought at Foreclosure Sale.—At Wallace, Idaho, Jan. 12, the Northern Pacific Railway purchased the Coeur d'Alene Railway & Navigation Company's property at foreclosure sale for \$221,000.—V. 64, p. 83.

Norwich & Worcester RR.—Bonds and Extension Authorized.—At the annual meeting Jan. 13 it was voted to extend the road from Allyn's Point to Groton, Conn., a distance of six miles, at a cost, it is said, of from \$400,000 to \$500,000, and

to issue \$400,000 of 4 per cent thirty-year bonds to provide for the 6 per cent bonds maturing March 1, 1897.—V. 64, p. 83.

Ohio Southern RR.—Receivers' Certificates.—The application for the receivers' certificates mentioned last week, we understand, will be made to-day, and will be for an amount somewhere between \$400,000 and \$500,000, to take care of over-due car trusts, labor charges, etc.—V. 64, p. 83.

Oregon Short Line & Utah Northern Ry.—Sold in Foreclosure.—On Jan. 9 this property was sold in foreclosure to the reorganization committee through Henry G. Nicholls for \$7,185,500. The amount realized on the consolidated mortgage of 1889 was \$5,447,590, on the Utah Southern \$763,000 and Utah Southern extension mortgage \$975,000.

Bonds Listed.—On the New York Stock Exchange have been listed \$342,000 additional Utah & Northern first mortgage 7 per cent bonds of 1903, making total amount listed to date \$1,031,000. The total issue outstanding is \$1,993,000, but of this amount the Union Pacific on Jan. 1, 1896, held \$3,934,000—\$1,974,000 deposited under its 6 per cent collateral trust loan of 1879 and \$1,860,000 under its 5 per cent collateral trust of 1883.—V. 64, p. 42.

Pittsburg Bessemer & Lake Erie RR.—Pittsburg Shennango & Lake Erie RR.—Consolidation.—The stockholders of the Pittsburg Shennango & Lake Erie have voted in favor of the proposed consolidation, and the line will henceforth be known as the Pittsburg Bessemer & Lake Erie RR. Co. The directors of the new company and many facts regarding its property were in the CHRONICLE of Dec. 23, 1896, p. 1159.

Carnegie-Rockefeller Alliance.—The agreement which the Carnegie interests in behalf of this road have made with the Rockefeller interests, controlling the Mesabi iron mines is discussed as follows by the "Iron Age":

The Carnegie-Rockefeller alliance continues to be the subject of much comment in the iron trade. It is reported on good authority that the freight from the mine to Duluth has been fixed at 85 cents per ton, and that any reduction in that rate is to be equalized by adding the amount of the reduction to the royalty. In other words, the Rockefeller interest got \$1.05, guaranteed as the joint royalty and rail freight. The lake freight is said to be arranged in the following manner: The Carnegie interest pays a fixed minimum rate per ton on every cargo received, and agrees to make a final settlement on the basis of the average rate of lake freight paid during the season. It is understood that the Rockefeller interest received payment for all the moneys expended in opening up, stripping and equipping the Iron Mountain Mine, and that the sum involved was about \$600,000. It will be noted, therefore, that the Rockefeller party secure a minimum tonnage of 1,200,000 tons per annum for their road and steamers, are guaranteed the royalty, and have refunded the whole cost of the mine to them. The Carnegie Company have also agreed not to become connected with any competing line receiving the Mesabi deposits to shipping ports, and are not allowed to sell any of their ore in the open market.—V. 63, p. 1159.

Rapid Transit in New York City.—Route Adopted.—The Rapid Transit Commissioners on Thursday adopted a route for an underground railroad from the City Hall to One Hundred and Fourth Street, and thence on the west side to King's Bridge and on the east side to Bronx Park. The Commissioners retained the right to extend the road to the Battery. The route as adopted does not differ materially from the provisional route given in CHRONICLE of January 9, p. 84.—V. 64, p. 84.

Reading Company.—Chestnut Hill RR.—Reduced Rental Accepted.—The shareholders of the Chestnut Hill RR. have agreed to accept the reduction in their rental from 12 to 6 per cent, proposed by the Reading.—V. 64, p. 84.

Tennessee Coal & Iron.—New Directors.—Col. C. M. McGhee and Col. O. H. Payne have been elected directors in place of the late John H. Isaacs, and J. Edward Simmons, resigned.—V. 63, p. 561.

Toledo & Ohio Central Ry.—Dividend Deferred.—The directors Thursday voted to defer the dividend due this month on the preferred stock. The October, 1896, dividend was also deferred. It is stated that the losses due to the soft-coal rate cutting have been so severe as to preclude the payment of a dividend at the present time.—V. 63, p. 753, 758.

Union Traction Co. of Philadelphia.—Description of Securities Listed.—On the Philadelphia Stock Exchange have been listed \$31,000,000 common stock of the Union Traction Co. in \$50 shares, \$10 paid in on each share, and \$29,724,876 "Electric and People's Traction 4 per cent gold stock trust certificates" issued by the Pennsylvania Company for Insurance on Lives and Granting Annuities. The stock trust certificates are described as follows:

They are registered Nos. A 1, etc., \$1,000 each; B 1, etc., \$500 each; C 1, etc., \$300 each; D 1, etc., \$200 each; E 1, etc., \$100 each, and F 1, etc., for odd amounts under \$100. Their interest is payable in gold coin free of tax, and both their principal and interest are guaranteed by the Union Traction Co., the principal being redeemable at the option of the Union Traction Co. on and after October 1, 1915. The authorized issue is \$29,724,876, of which amount \$1,724,876 has been issued to take up the stock of the Electric and People's Traction companies. The payment of the principal and interest of these stock trust certificates is secured by the deposit of the stock so purchased, with the Pennsylvania Company for Insurance on Lives and Granting Annuities, as trustee, and by the guarantee of the Union Traction Co.

Instalment of \$2.50 to be Called.—The executive committee of the board of directors on Tuesday decided to recommend that an instalment of \$2.50 a share be called on the stock of the company. The recommendation will be acted on by the full board next week. The two previous instalments were \$5 each, so that with this instalment amount paid in the \$51 shares will represent a cash payment of \$3.50 each. The company will receive \$1,500,000 from the present payment.—V. 63, p. 1060.

Union Pacific RR.—Central Pacific RR.—Funding Bill Defeated.—The bill for re-funding the debt of the Pacific railways to the Government was defeated in the House of Representatives on Jan. 11 by a vote of 163 against 102. On Thursday the House Committee decided to prepare a bill providing for a commission of Cabinet Officers to arrange a settlement of the debts of all Pacific railroads to the United States. The Senate Committee has done the same.—V. 63, p. 1158; V. 64, p. 85.

Western New York & Pennsylvania Ry.—Annual Meeting—Increased Earnings.—The annual meeting of stockholders was held on Monday in Philadelphia, the old Board of Directors being re-elected.

President Samuel G. D. Coursey presented the report for the fiscal year ending June 30, 1896, with a supplemental statement for the six months ending Dec. 31, 1896. The supplemental report shows a decrease in gross earnings of \$126,515, but an increase in net earnings of \$136,164. The Philadelphia "Ledger" says:

This large increase in net earnings in the face of a decrease of gross earnings is accounted for by a slight improvement in the average rate of freight and an enforcement of the strictest economy consistent with the proper maintenance of the property. The decrease in tonnage occurred largely at the close of the year, but was in low rate freight. The fund contributed by stockholders for paying interest on general mortgage bonds was exhausted by the April coupon on said bonds. The October interest was paid out of earnings. For a period of four years after April 1, 1897, interest on these bonds will be at the rate of 3 per cent (\$300,000), after which time it will be at the rate of 4 per cent.—V. 63, p. 839.

West Superior Iron & Steel.—Reorganization Plan—The reorganization committee (Fred F. Gates, Colgate Hoyt, George Welwood Murray, Stephen Baker and Robert MacKay) gives notice to holders of Knickerbocker Trust Company's certificates representing bonds deposited under the agreement dated Sept. 28, 1895, that a plan of reorganization has been prepared, and that a meeting will be held at the Knickerbocker Trust Company, 63 Broadway, New York, Jan. 21, 1897, to consider the said plan, which will be then submitted.

Plan.—The plan provides that the property, after fore closure sale under the Central Trust Company mortgage, shall be turned over to a new company, which shall issue:

First mortgage 6 per cent gold bonds payable on or before two years and not enforceable within that time, to be issued for assessments. \$100,000

Preferred stock entitled to 6 per cent cumulative dividends, preferred as to assets and dividends, and to share equally with common stock, share for share, in all dividends after payment of 6 per cent on common—amount to be issued for old securities and debts. 1,722,000

Preferred stock to be issuable for improvements. not stated

Common stock entitled to 6 per cent non-cumulative dividends after payment in full of dividends on preferred, and entitled to share equally with preferred, share for share, in all dividends after payment of 6 per cent on both common and preferred—amount to be issued for old securities. 544,475

Common stock to be issuable for improvements. not stated

Terms of Exchange.—The old securities and debts will pay assessments and receive new stock in exchange for their principal and first mortgage bonds for their assessment, as follows:

Old securities and debts in amounts of \$10.00	Pay assessment.	And receive—		
		New 1st M.	Com. Stock.	Prefer. Stock
1st mortgage, \$1,340,000	\$5	\$5	25%	1.0%
Pitts. Iron & Steel Ent. cert., \$62,000	5	5	50%	75%
All other creditors, say \$38,000	5	5	50%	50%
Common stock, \$743,900	15	15	2%	nil

The assessments, exclusive of that on stock, which will probably not be paid, and the profits for 1896 and 1897 from the founder (\$14,000) aggregate \$114,500, to be applicable to receivers' certificates, \$42,500; taxes 1896 and 1897, \$24,000; expenses of reorganization, etc., \$20,000, any balance to go to new company.

The agreement shall cease unless declared operative by Jan. 1, 1898.—V. 63, p. 366.

—An interesting circular has been prepared by F. J. Lisman, 30 Broad Street, giving the facts concerning several railroad first mortgage bond issues which are selling at prices yielding an income of from 5½ to 7 per cent. The bonds referred to are not issues on new properties but are the bonds of reorganized companies, with fixed charges based on low-water mark earnings. The circular gives the record of earnings and makes an attractive presentation of the merits of a number of first mortgage bonds selling at low prices. The list of bonds which are offered by Mr. Lisman is advertised in another column of this issue.

—The Hand Book of Railroad Securities was issued this week from the office of the CHRONICLE. This is a semi-annual publication of about 200 pages giving statistics regarding railroads, earnings, dividends and prices for a series of years up to Jan. 1. Price \$1.00, or to CHRONICLE subscribers 75 cents.

—Attention is directed to the list of investment securities offered for sale by Messrs. Redmond, Kerr & Co., comprising mortgage issues on both steam and traction companies. Detailed information and special circulars on the various issues offered can be obtained on application at their offices in New York and Philadelphia.

—The trustees of the first mortgage 6 per cent bonds of the Mechanical Rubber Co. inform holders thereof that they are desirous of expending the sum of \$49,588 in the purchase of bonds of said issue, provided the purchase can be made advantageously. Offers should be sent to the Knickerbocker Trust Co.

Reports and Documents.

LEHIGH VALLEY RAILROAD COMPANY.

ANNUAL REPORT FOR THE FISCAL YEAR ENDING
NOVEMBER 30, 1896.

JANUARY 12, 1897.

The results of the operations of the different railways comprising the Lehigh Valley Railroad System for the past year are as shown below.

The total tonnage for the fiscal year ended November 30th, 1896, as compared with the previous year, was as follows:

TOTAL TONNAGE OVER ROAD, IN TONS OF 2,000 POUNDS.			
	1896.	1895.	Difference.
Anthracite coal	11,531,854	12,045,328	D. 513,474
Bituminous coal and coke	819,938	456,194	I. 363,744
Miscellaneous freights.	6,520,576	5,857,625	I. 662,951
Total	18,875,368	18,359,147	I. 516,181

TONS CARRIED ONE MILE.			
	1896.	1895.	Difference.
Anthracite coal	1,265,097,168	1,293,672,112	D. 28,574,944
Bituminous coal and coke	68,854,844	29,973,404	I. 38,881,440
Miscellaneous freights.	1,535,587,281	1,283,200,791	I. 252,386,490
Total	2,869,539,293	2,606,846,310	I. 262,692,983

AVERAGE FREIGHT RATES.			
	1896.	1895.	Difference.
Average rate per ton on coal	69.80 cents	67.76 cents	I. 2.04 cents
Average rate per ton per mile on coal	.316 cents	.310 cents	I. .006 cents
Average rate per ton on miscellaneous freight	114.59 cents	116.92 cents	D. 2.33 cents
Average rate per ton per mile on miscellaneous freight	.480 cents	.534 cents	D. .054 cents
Average rate per ton on total tonnage	85.27 cents	83.45 cents	I. 1.82 cents
Average rate per ton per mile on total tonnage	.557 cents	.588 cents	D. .031 cents

PASSENGER TRAFFIC.			
	1896.	1895.	Difference.
Passengers carried	5,020,964	4,748,037	I. 272,927
Passengers carried one mile	126,179,711	118,282,636	I. 7,897,075

PASSENGER AVERAGES.			
	1896.	1895.	Difference.
Average mileage per passenger	25.13 miles	24.91 miles	I. .22 miles
Average receipts per passenger	50.92 cents	48.79 cents	I. 2.13 cents
Average rate per mile	2.026 cents	1.958 cents	I. .068

INCOME ACCOUNT FOR YEAR 1896.

The transportation earnings of the past year, compared with those of 1895, were as follows:

	1896.	1895.	Difference.
From coal	\$8,623,573.81	\$8,470,459.32	I. 153,114.49
From miscel. freight	7,472,104.26	6,819,062.24	I. 653,042.02
From passengers	2,556,535.69	2,316,540.33	I. 239,995.36
From express and mail	340,082.10	241,795.71	I. 98,286.39
From other items	522,364.32	646,196.56	D. 123,832.24

Total. \$19,514,660.17 \$18,564,454.16 I. 950,206.01

Transportation earnings as stated. \$19,514,660.17

Operating expenses. 14,593,657.79

Add net receipts from other transportation lines operated conjointly with Lehigh Valley Railroad. 193,679.80

Net earnings. \$5,124,682.18

Less balance of interest account, loss on Lehigh Valley Trans. Co. and Morris Canal, and State taxes. 673,366.26

Add income from other sources. \$4,451,315.92

Net available income. 4,822,479.33

From which deduct interest on funded debt and fixed rental of leased lines. 4,484,032.50

Surplus. \$448,446.83

The details of above items of operating expenses are supplied in a table appended to the pamphlet report.

Bal. to credit of Profit and Loss Acc. Nov. 30, 1895, was \$7,672,712.93

To which add surplus earnings for 1896, as stated. 448,446.83

Add premium and profit on bonds sold, less balance of old accounts written off. 2,451.56

From which deduct interest on Lehigh Valley Coal Company bonds assumed by this Company. \$8,124,927.34

Leaving a balance to credit of Profit and Loss Account November 30th, 1896. 590,650.00

The capital account of the Company at the close of the fiscal year stood as follows:

Common stock. \$40,334,800

Preferred stock. 106,300

First mortgage six per cent bonds, due June 1st, 1898 (coupon and registered). \$40,441,100

Second mortgage seven per cent bonds, due in 1910 (registered). \$5,000,000

6,000,000

Consolidated mortgage bonds due (excepting sterling and annuity bonds) in 1923:—	
Six per cent bonds:—	
Sterling.....	\$610,000
Coupon.....	1,3 9,000
Registered.....	4,319,000
Annuity.....	9,562,000
	15,810,000
Four and one-half per cent bonds:—	
Coupon.....	\$1,669,000
Registered.....	3,093,0 0
Annuity.....	2,538,000
	7,300,000
Car Trust five per cent gold bonds:—	
Series A, due in semi-annual payments to February 1st, 1903.....	\$950,000
Series B, due in semi-annual payments to August 1st, 1906.....	500,000
	35,560,000
	\$76,001,100

Three hundred and sixty of the sterling bonds (including thirty-four of the eighty-six purchased and canceled in 1895) were drawn payable December 1st, 1896, leaving \$234,000 bearing interest from that date and maturing Dec. 1st, 1897.

The guaranties by this Company of outstanding stocks and bonds of affiliated companies are shown below:

Pennsylvania & New York Canal & Railroad Company—	
First mort. seven per cent bonds, due 1906.....	\$1,500,000
Five per cent bonds, due 1939.....	4,000,0 0
Four and one-half per cent bonds, due 1939.....	1,500,000
Four per cent bonds, due 1939.....	3,000,000
	\$10,000,000
Easton & Amboy Railroad Company, first mortgage five per cent bonds, due 1920.....	6,000,000
The Lehigh Valley Railway Company, first mortgage four and one-half per cent gold bonds, due 1940.....	15,000,000
Lehigh Valley Terminal Railway Company, first mortgage five per cent gold bonds, due 1941.....	10,000,000
Lehigh Valley Coal Company, first mortgage five per cent gold bonds, due 1933.....	10,332,000
Delano Land Company, five per cent gold bonds, due 1932.....	1,177,000
Morris Canal & Banking Company—	
Preferred stock, ten per cent.....	\$903,600
Consolidated stock, four per cent.....	706,700
	1,610,300
Lehigh & New York Railroad, first mortgage four per cent gold bonds, due 1945.....	2,000,000
Easton & Northern Railroad, first mortgage four and one-half per cent gold bonds, due 1935.....	51,000
Middlesex Valley Railroad, first mortgage five per cent gold bonds, due 1942.....	211,000
Elmira Cortland & Northern Railroad—	
First mortgage bonds, five per cent, due 1914.....	1,250,000
	\$57,681,300

The monthly publication of the results of the business of this Company and of the Lehigh Valley Coal Company will be begun with the current fiscal year. The English system of annual examination of the company's accounts by public accountants is also under consideration by a committee of the Board of Directors.

Our Hazelton and Beaver Meadow coal lands being entirely distinct from our railroad lines, and being operated under leases either by the Lehigh Valley Coal Company or by other parties, a charter was obtained for the Hazelton Coal Company, to which these coal properties were deeded, and all the stock of which belongs to the Lehigh Valley Railroad Company. Its first mortgage 5 per cent bonds for \$2,000,000, taken in part payment, have been guaranteed by this company. This transaction does not affect the valuation on our books, and the interest and dividends to be received will take the place of the coal rents heretofore included in our income from other sources.

These bonds, as well as \$2,000,000 of the 5 per cent first mortgage bonds of the Schuylkill & Lehigh Valley Railroad Company, \$500,000 of the 6 per cent bonds of the Morris Canal & Banking Company, \$271,400 of the preferred and \$318,300 of the consolidated stock of the Morris Canal & Banking Company, \$249,000 of the bonds of the Easton & Northern Railroad Company, \$164,000 of the guaranteed bonds of the Middlesex Valley Railroad Company, \$300,000 of the first mortgage bonds of the Rochester Southern Railroad Company and \$1,400,000 of the first mortgage 5 per cent bonds of the Lehigh Valley Coal Company, and amounting altogether to \$7,202,700, are among the assets of the company and do not appear in the list of guaranties.

As stated last year, the Delano Land Company provides the interest on its bonds guaranteed by us, and it also reduces the amount outstanding by the operation of its sinking fund. This now amounts to \$226,000, of which \$23,000 is in bonds of that company canceled and \$203,000 in other securities and cash in the hands of the trustees awaiting investment.

The purposes contemplated by the organization of the Joint Traffic Association, alluded to in the last annual report, have been largely effected. Unjust discriminations in rates and fares have been in large measure avoided, resulting in improved earnings and in healthier relationships between the railway companies and shippers. Further benefits are anticipated as experience enables the managers of that association to determine what further revision can be judiciously recommended, and wherein economies of administration can be safely applied.

The coal business for the past year has been conducted with a greater regard to the question of supply and demand than has prevailed for some years previous, the efforts of the various companies engaged in the business having been directed with better success than has heretofore attended such efforts to the mining of only so much coal as the market demanded.

The effect of this policy if pursued will, it is hoped, result in the maintenance of the present distribution of tonnage among the various transportation interests, as any serious diversion from one to another is not likely to occur when each coal-producing district is engaged in meeting the natural demands upon it, and as not throwing away its product in a vain effort to force a market which does not exist.

The very large stocks of coal on hand at the beginning of the year, carried over from 1895, together with the commercial stagnation and falling off in manufactures throughout the country, caused great depression in the trade, and it was not until midsummer that the price received for coal covered its cost, owing largely to the increased expense of operating the collieries when their production is small. The total tonnage of anthracite coal for the year, as compared with that of 1895, fell off about 3,250,000 tons, of which this company lost about 500,000 tons. The better rates obtained in the latter part of the year produced an undiminished net revenue from that source notwithstanding loss in tonnage.

The large increase in coal on hand at all stocking points as compared with 1895 is due to excessive production at the close of the year, and has obliged us to make large advances to the Coal Company to enable them to carry it. Some of the smaller producers have, however, been forced to dispose of their surplus, resulting injuriously to the market. Unless something is done to prevent sales for future delivery at the lower prices usually current in the early part of the year, and to avoid excessive output of coal when not required the favorable result anticipated for the current year may fail of realization.

The tonnage of miscellaneous freight shows an increase of 662,951 tons as compared with the previous year and of \$623,042 of revenue. The reduction in the average rates prevailing throughout the year of .031 cent per ton upon the total tonnage carried one mile, as compared with 1895, reduced our income about \$900,000.

The matter of our claim against the Philadelphia & Reading Railroad Company on unadjusted account, referred to in the last annual report, has been the subject of repeated conferences by the President of this company with the receivers of the Philadelphia & Reading Railroad Company, and since the reorganization of the Reading, with the President of the Philadelphia & Reading Railway Company as the owners of the property of the former organization. The reorganization of the Reading Company has to some degree delayed the negotiations, but inasmuch as under the order of court authorizing the sale of the property the purchasers assume the liability of the receivers in regard to claims against them, and as this company holds collateral for its claim against the Philadelphia & Reading Railroad Company, we are advised that the interests of this company are protected. Our claim has been fully presented to the authorities of the Philadelphia & Reading Railway Co., and its final adjustment and payment should not be long deferred.

For the first time in the history of the company the tonnage of miscellaneous freights has exceeded that of anthracite and bituminous coal and coke.

In addition to the Middlesex Valley Railroad, of which, as stated last year, we obtained possession on December 1st, 1895, the Board, in February last, directed the purchase of the entire capital stocks of the companies forming the line of the Elmira Cortland & Northern Railroad, extending from Elmira, N. Y., to Camden, in the same State, a distance of about 140 miles, the consideration being the indorsement of \$1,250,000 of the first mortgage 5 per cent bonds of that company. These lines, besides having good local trade, are both important feeders to the general business of our Company. The cost of bringing them up to our standard of track and roadbed has been included in our general operating expenses, and the earnings form part of the income accounts herewith submitted.

The Greenville & Hudson Railway, about 2-62 miles in length, connecting our road at Greenville with our docks at Jersey City, and which will, when completed, materially increase our much-needed yard facilities at Jersey City, has been under construction during the past year and the work is well advanced. The road crosses the Newark & New York Railroad and the Central Railroad of New Jersey overhead, the masonry has been completed, and a part of the bridge superstructure is in place. This road, when finished, will complete the connection between our lines from Buffalo to our terminals at tidewater, Jersey City, and very much facilitate our traffic to and over our docks.

To provide for 2,000 box freight cars, 1,000 gondola coal cars, 50 stock cars and 6 combination cars, purchased last year, the Board directed the issue of \$1,500,000 in Car Trust bonds bearing interest at 5 per cent, and payable at semi-annual periods during ten years; \$50,000 matured and were paid August 1st, 1896. The remainder of the cost of this equipment and the whole cost of 50 locomotives purchased during the year has been paid from other sources.

Attention is called to the continuing large increase in the passenger business. While this is partly due to the added volume obtained during the year through the acquirement of the Elmira Cortland & Northern Railroad, yet a considerable portion has been secured and developed by an active solicitation for business, and by the improvement of our train service.

The operation of the dining and cafe cars and restaurants has proved satisfactory. This department is now operating

two dining cars, two cafe cars, and the station restaurants at Easton, Wilkes-Barre, Sayre and Geneva.

The running of the Black Diamond Express between New York and Buffalo, which was put on in May last, has proved to be even more satisfactory in its results than we had any reason to anticipate. The train has become a very popular one with the traveling public. The receipts from the date of its inauguration have been more than sufficient to pay all expenses, while the reports show that our other through trains have also increased their earnings.

During the year we have established a line of postal cars for the carrying of United States mail between New York and Buffalo. These cars were built by our Company for this service upon the application of the Post Office Department.

The comparative statement of freight handled at Buffalo Tift-Farm shows an increase over 1895 of 60,887 tons of east bound and a decrease of 25,221 tons west bound.

The following is a statement of tonnage of miscellaneous freight (exclusive of coal and coke) handled at Jersey City and Perth Amboy, and passing over the docks at those points, including Grand Street, Avenue "D" and National docks, as compared with the tonnage in 1895:

	1896.	1895.	Increase.
Net tons.....	2,818,531	2,341,727	476,804

A number of changes have been made in our tracks at the various collieries in the Wyoming and Mahanoy regions on account of the installation of track scales at the collieries for the weighing of coal.

We hope during the coming year to inaugurate train service for the through movement of coal, weighed at the mines, from Delano, Weatherly and Fairview to tidewater without change of engines and without yarding and weighing the coal at Packerton.

The new station at Pittston, referred to in our last report, is completed and now in use. The construction of this station enabled us to abandon what is known as the Town Track in Pittston for our passenger trains. All through trains are now run on our main double-track line along the river front, avoiding the danger which attended running through the city of Pittston. The town track continues to be used for the movement of local freight trains.

The large volume of business, requiring a great number of trains to move it expeditiously and safely, has required more interlocking signal plants and the extension of the Hall system referred to in our last report. New signal plants have been erected at Black Creek Junction, Hazel Creek Junction, Coxton Yard, Rochester Junction, Depew Junction and Tonawanda Junction, at a cost of \$23,633 44. The Hall automatic block signals have been erected and are now in use, with few exceptions, between Neshanic, N. J., and L. & B. Junction, 141-20 miles. There has been expended on this work during the year \$198,654 39.

Our business to and from Rochester is increasing annually, notwithstanding the inadequate terminal facilities afforded. Considerable preparatory work has been done towards the necessary foundations for the proposed new station at Court Street, Rochester, about \$30,000 having been expended. This work has been practically suspended for the present.

Work was begun on the connection between our road at Easton Station and the Easton & Northern Railroad. The major part of the grading and masonry is done, though work is now suspended thereon.

During the last few months of the year experiments have been made in the mixture of bituminous with the smaller sizes of anthracite coal for locomotive fuel. It is too soon to give any very definite figures as to the results of these experiments, but the opinion of all our Master Mechanics, as well as of the General and Division Superintendents and the Superintendent of Motive Power, is that the saving in cost will be large.

The tonnage hauled by our engines has been increased during the past year by not less than 15 per cent. Our engines are now being weighted in accordance with the weight of the train, and not by the number of cars, as was formerly the custom, the result being increased service from our engines with the same cost for crews.

During the past year we have changed our standard rail section, and increased the weight of our standard rails from 80 to 90 pounds to the yard. The estimate of new rails for the coming year for renewals and repairs only is 7,000 tons.

The importance of a full supply of water for our locomotives and for mine purposes has prompted the purchase of a mill property on the Quakake Creek containing 82 acres. A 12-inch pipe 34,250 feet in length has been laid, reaching the 10-inch pipe now in use at Hazleton; 25,200 feet of this (covering the portion under extreme pressure) is laid with 12-inch wrought iron pipe, tested to a pressure of 1,000 pounds to the square inch. The foundations for the pumps are in and the pumps will be delivered in January. These are guaranteed to carry to Hazleton 2,300,000 gallons per 24 hours. There has been an 8-inch connection put into both Hazleton No. 1 and the new Hazleton shaft plants, so that we can force a large volume of water to either of these places in case of emergency. The whole cost of this work up to this time has been \$100,000. There has also been expended on the reservoirs at Hazleton \$35,900 and on Delano Water Supply \$13,600.

The general condition of the Company's property has been maintained up to the usual standard during the past year.

The length of lines embraced in the Lehigh Valley system, including second track, branches, &c., is as follows:

Division—	—Main Line—		Branches.	
	Single Track.	Second Track.	Sid. & g. Miles.	Total Miles.
Easton & Amboy RR., incl. all Lines east of Phillipsburg.....	107-927	84-397	154-911	347-235
Lehigh Division.....	58-373	47-577	129-825	235-775
Wyoming Division.....	191-278	73-141	132-907	397-326
Beaver Meadow Division.....	19-218	9-556	20-455	49-229
Hazleton Division.....	51-683	12-905	83-210	117-778
Mahanoy Division.....	95-164	40-736	57-203	193-103
Pottsville Division.....	40-514	.....	12-291	52-805
Penna. & New York Division.....	293-910	173-490	129-358	596-758
Buffalo Division.....	128-731	97-852	99-949	326-532
Auburn Division.....	300-607	.....	66-757	367-364
Easton & Northern RR.....	8-137	.....	2-047	10-184
Total.....	1,295-522	539-655	858-913	2,694-090

The Depew & Tonawanda Railroad, referred to in our last report, was opened for business November 15th, and all traffic destined for Suspension Bridge and west thereof, and east-bound traffic, which was formerly delivered to and received from the New York Central Railroad at Batavia, now goes over our own main line to Depew, and thence over the new line to North Tonawanda, in all 39-62 miles, as compared with 36-35 miles by the New York Central RR.

The equipment belonging to the various companies composing the Lehigh Valley system on November 30, 1896, was:

Locomotives.....	750	Special cars.....	.....
Chair cars.....	12	Fruit cars.....	11
Passenger cars.....	243	Freight cars.....	18,326
Coal-bination cars.....	69	Coal cars, eight-wheeled.....	12,127
Dining cars.....	3	Coal cars, four-wheeled.....	17,509
Baggage and mail cars.....	33	Cars used in transportation and roadway departments.....	792
Postal cars.....	3		
Express cars.....	38		

The total capacity in tons of 2,000 pounds of our freight and coal car equipment is 905,020 tons.

The expense for maintenance of equipment has been increased this year by extraordinary work made necessary by the enactment of laws of the various States and of the United States, as follows:

Cost of equipping cars with Master Car Builders' Couplers.....	\$55,103 12
Cost of equipping cars with air-brakes.....	27,523 84
Cost of raising cars to secure standard height of draw bars.....	26,279 45
Total.....	\$108,906 41

THE LEHIGH VALLEY COAL COMPANY.

The following table is summarized from the report of W. A. Lathrop, General Superintendent of the Lehigh Valley Coal Company, and shows the tonnage of that Company's collieries:

	1896.	1895.	1894.
	Tons.	Tons.	Tons.
Amount of coal shipped from collieries owned and operated by this Co.....	2,819,757	2,619,960	2,061,115
Amount of coal shipped by tenants.....	2,278,434	2,564,090	2,822,133
Total.....	5,098,191	5,184,050	4,883,248
From Wyoming region.....	2,383,951	2,693,040	1,917,221
" Pottsville.....	884,980	853,233	1,185,596
" Mahanoy.....	119,974	142,796	15,441
" Shamokin.....	1,142,366	1,994,931	1,627,690
" Hazleton.....	766,940	.....	.....
Total.....	5,098,191	5,184,050	4,883,248

Showing a decrease for the year 1896 of.....385,859 tons.

The present capacity of the collieries operated by the Coal Company per day of ten hours, as shown by the results during the year, is about 17,966 tons, an increase of 2,375 tons as compared with the capacity at the close of the fiscal year of 1895, due principally to our acquisition of the collieries upon the Locust Mountain property and to Primrose, which was idle in 1895.

Seven hundred and ninety-two thousand eight hundred and sixty-seven and eleven one-hundredths tons were shipped from property covered by mortgage, making the gross sum set aside for the sinking fund this year \$79,286 75, the amount last year being \$77,841 55.

The cold storage plant at West Superior has been completed and kept in successful operation throughout the year.

Active operations upon the Calumet dock, which is located at One Hundredth Street, South Chicago, were commenced on February 1st, 1896, and the machinery completed and put in operation July 13th. The plan is designed to transfer coal directly from vessels to cars or to put it into storage and later to transfer it to cars. It consists of three large wooden storage sheds and a set of reloading pockets along the dock front, all covered with corrugated iron. Both the storage sheds and pockets are provided with necessary elevators, screens, conveyors and other appliances for economical handling. The coal is unloaded from vessels by means of five towers, with automatic clam shell buckets. The entire cost of the plant, machinery, dock repairs, dredging slip, &c., was \$205,847 81, exclusive of the cost of the real estate. This dock, though differently designed, works upon the same general principle as our dock at West Superior and is most satisfactory. The average cost of discharging vessels at West Superior during the boating season was 3-63 cents per gross ton, and at Calumet Dock, for three months, the average cost was 5-49 cents per gross ton, as against a cost of 17-17 cents per gross ton under the old system at Chicago Avenue and 19-06 cents per gross ton at Harrison Street, Chicago. The reason for a higher cost at Calumet Dock than at West Superior is because of the lack of experience in handling the machinery. Next season should show the cost of discharging at each to be the same.

The coal yards and stocking grounds owned and controlled by our railroad and coal companies, together with their respective tonnage capacities, are located as follows:

Total Tons.	Tons.	Total Tons.
347,232	200,000	1,500
235,773	310,000	500
397,324	40,000	500
49,228	5,000	75,000
117,777	Newark, Hamburg Place	39,000
193,101	Newark, South Broad St.	17,000
52,908	Newark, Orange Street	16,000
598,758	Thiaca Docks	1,500
328,531	Pair Haven Docks	100,000
367,941	Rochester Trestle	500
10,134	Buffalo, Cheektowaga	500
2,694,096	Trestle	50
	Buffalo, Tiff-Farm	1,226,000
	Buff., Lehigh Docks, No. 1	
	Buff., Lehigh Docks, No. 2	

There has been no change during the year either in the Board of Directors or the general officers.
By order of the Board of Directors.
E. P. WILBUR, President.

LEHIGH VALLEY RAILROAD COMPANY.

CONDENSED GENERAL BALANCE SHEET NOVEMBER 30, 1895 AND 1896.

Assets.	1896.	1895.
Railroad	\$18,637,158	\$18,301,034
Construct. work in progress	187,328	29,869
Equipment	23,970,672	21,401,929
Real estate	2,023,813	2,125,559
Materials on hand	1,196,645	1,277,818
Cash and cash assets	\$46,015,616	\$44,129,209
Brown, Shipley & Co., Loan	1,656,221	3,874,504
Due by station agents	686,776	740,313
Due by individuals and companies	731,448	544,244
Bills receivable	453,239	361,067
Mortgages receivable	1,871,463	1,645,624
Stocks of railroad and water lines, included in Lehigh Valley system	755,917	813,738
Bonds of railroad and water lines, included in Lehigh Valley system	17,227,422	17,424,285
Advances to railroad and water lines, included in Lehigh Valley system	2,933,301	2,927,500
Stocks of allied coal cos.	5,767,400	4,433,411
Bonds of Lehigh Valley Coal Co.	25,928,123	24,785,196
Bonds of other coal cos.	1,273,809	1,273,979
Advances to Lehigh Valley Coal Co.	1,400,000	1,675,000
Advances to other controlled coal companies	1,023,222	201,000
Stocks of other companies	5,166,890	3,307,033
Bonds of other companies	250,724	275,584
Advances to other cos.	9,114,645	6,732,601
Car-trust certificates Lehigh Valley Terminal Railway	1,564,159	1,000,489
Phil. & Read. R.R., lessees	1,000,000	1,000,000
	3,210,991	3,066,067
Total	\$91,117,134	\$89,711,317

Liabilities.

	1896.	1895.
Capital stock	\$40,441,100	\$40,441,100
Funded debt	34,110,000	34,173,000
Car Trust Bonds	1,450,000	1,450,000
Insurance fund, "Bee Line"	2,453,000	2,498,251
Sterling bonds drawn, uncalled for	5,000	4,000
Dividends, &c., uncalled for	4,067	5,741
Bond interest due, uncalled for	30,972	26,352
Bond interest due Dec. 1st, prox.	840,078	895,440
Mortgages on real estate	347,852	347,574
Lehigh Valley Ter. Ry. Co.	1,456,270	1,459,807
Pay checks, &c., outstanding	172,239	88,954
Unadjusted tax accounts	142,000	118,000
Unadjusted lease accounts	419,775	403,971
Phila. & R.R. Co., lessees, constr'n	153,975	169,625
Phila. & R.R. Co., lessees, equip.	1,104,487	949,743
Profit and loss	452,042	452,042
	7,534,277	7,672,713
Total	\$91,117,134	\$89,711,317

LEHIGH VALLEY COAL COMPANY.

CONDENSED GENERAL BALANCE SHEET NOVEMBER 30, 1895 AND 1896

Assets.	1896.	1895.
Coal properties	\$4,739,927 75	\$4,855,585 07
Colliery improvements	5,532,924 44	4,998,550 90
Advanced royalties	3,502,953 35	3,203,310 57
West Sup.rior coal storage	351,855 01	293,561 33
Calumet Dock	215,615 03	220,067 02
Cash	363,583 09	631,561 47
Notes and mortgages receivable	601,317 46	693,568 00
Interest in allied companies	703,568 00	59,061 24
Royalties due by lessees	39,522 83	2,245,661 35
Due for coal sold	2,168,259 32	240,676 75
Sundry debtor accounts	256,675 98	1,363,570 05
Coal on hand as per inventory	2,690,285 03	
Trusts of sinking fund	\$19,933 91	
Bonds canceled in 1896	18,000 00	
Total	\$21,168,422 10	\$19,407,116 66

Liabilities.

	1896.	1895.
Capital stock	\$650,000 00	\$650,000 00
First mortgage 5 per cent gold loan	11,782,000 00	11,800,000 00
Snow Shoe bonds	500,000 00	500,000 00
Due Lehigh Valley Railroad Company	5,166,889 85	3,304,493 18
Sundry credit accounts, including amount due operators for Nov. coal	1,140,980 47	1,133,247 65
Profit and loss	1,928,551 78	2,019,375 83
Total	\$21,168,422 10	\$19,407,116 66

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Jan. 15, 1897.

A gradual opening up of trade is to be noted for the past week. Thus far, however, dealings have been confined almost exclusively to supplies necessary for immediate requirements, and in some lines of merchandise business has been disappointing, resulting in a slight weakening of tone, although values have not suffered. The indications still point to an increasing trade as the year advances, and hence the general feeling has continued hopeful. The signing of the arbitration treaty between England and the United States has been a topic of deep interest and has generally been commented upon favorably. Doubt, however, has been expressed over its ratification by the present Congress. The monetary conference held at Indianapolis was largely attended. It declared for the maintenance of the present gold standard, the retirement of the demand obligations of the Government and in favor of the appointment of a commission to devise means for currency reform.

Lard on the spot has been in slightly increased demand for export, but an extensive business has been checked by the high ocean freight rate. Prices have advanced and the close was steady at 4 25c. for prima Western, 3 85c. for prima City and 4 60c. for refined for the Continent. There was no trading in the local market for lard futures, but at the West there has been moderate buying by shorts to cover contracts, stimulated by a decreasing movement of swine, closing steady.

DAILY CLOSING PRICES OF LARD FUTURES.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
January	4 15	4 20	4 20	4 17	4 30	4 25

Pork has been in fairly good export demand and prices have advanced, closing at \$9 50@9 00 for mess, \$9 75 @ \$10 00 for family and \$8 75@ \$10 00 for short clear. Cut meats have had an increased sale and at higher prices, closing at 4 3/4@4 5/8c. for pickled bellies, 12@10 lbs. average, 4 1/4@4 3/8c. for pickled shoulders and 8 1/4@9c. for pickled hams. Beef has been firm but quiet at \$7 00@ \$8 00 for mess, \$7 50@ \$9 00 for packet, \$9 00@ \$11 00 for family and \$13 50@ \$15 00 for extra India mess. Beef hams have been dull at \$17 50@ \$18 00. Tallow has had a fair sale and closed steady at 3 1/2c. Oleo stearine has been in more active demand, and prices have advanced to 4 3/8c. Lard stearine has had a slow sale, but values have improved to 4 5/8c. Cotton seed oil has been in increased export demand and firmer, closing at 30c. for prime crude and 23 1/2c. for prime yellow. Butter has been quiet but steady at 13@20c. for creamery. Cheese has had a moderate sale at firm prices, closing at 7 1/2@11 1/2c. for State factory full cream. Fresh eggs have been quiet and easy, closing at 16@16 1/2c. for choice Western.

The Brazil grades of coffee have had very little call and values have weakened slightly. At the close the market was steady at 10c. for Rio No. 7. Mild grades have been in only moderate request, but prices have been maintained, closing at 15 1/2c. for good Cucta and 22 1/2@23 1/2c. for standard Java. The market for contracts has been quiet, and under free of ferings by local traders prices have declined. The close was steadier on buying by shorts to cover contracts.

The following were the closing prices:

Jan.	9 40c.	April.	9 60c.	July.	9 65c.
Feb.	9 50c.	May.	9 60c.	Aug.	9 70c.
March.	9 55c.	June.	9 65c.	Sept.	9 70c.

Raw sugars have continued quiet. Refiners have been bidding old prices, but importers have held for higher prices. The close was at 3 16c. bid for centrifugal, 96-deg. test, and 2 13-16c. bid for muscovado, 89-deg. test. Refined sugars have been quiet, and prices for the soft grades have been lowered 1-16c. to 3-16c. Granulated has been unchanged at 4 3/8c. Teas have had a limited sale at about steady values. Other staple groceries have been quiet but steady.

The demand for Kentucky tobacco has been quiet but values have held steady. Seed leaf tobacco has had an active sale at full values. Sales for the week were 4,200 cases, including 300 cases 1895 crop, New England Havana, 15 1/2@ 22 1/2c.; 250 cases 1895 crop, State Havana, 12@15c.; 200 cases 1893 crop, Pennsylvania Havana, 12@12 1/2c.; also 700 bales Havana at 60c. to \$1 10 in bond and 225 bales Sumatra at 65c. to \$1 75 in bond.

There has been a fair volume of business transacted in the market for Straits tin and prices have advanced, closing firm at 13 15@13 25c. Ingot copper has been in fairly good demand and prices have further advanced, closing firm at 11 70@11 80c. for Lake. Lead has been quiet and slightly easier, closing at 3@3 05c. for domestic. Spelter has further declined, closing dull at 3 85@3 95c. for domestic. Pig iron has had only a moderate sale and values have been easy, closing at \$11@ \$13 for domestic.

Refined petroleum has been steady, closing at 6 30c. in bbls., 3 70c. in bulk and 6 90c. in cases; naphtha dull at 6 3/4c. Crude certificates have been neglected. Credit balances have been steady at 90c. Spirits turpentine has been quiet and prices have weakened slightly to 27 1/2@28c. Rosins have been active at unchanged values, closing at \$1 70 for common and good strained. Business in wool has been limited to hand-to-mouth orders, and values have been largely nominal. Hops have had a limited sale at steady prices.

COTTON.

FRIDAY NIGHT, January 15, 1897.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening the total receipts have reached 151,841 bales, against 196,537 bales last week and 219,133 bales the previous week, making the total receipts since the 1st of Sept., 1896, 5,371,631 bales, against 3,799,825 bales for the same period of 1895-6, showing an increase since Sep. 1, 1896, of 1,471,806 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston.....	5,734	7,607	4,721	6,998	2,308	6,563	33,929
Tex. City, &c.				941		2,743	3,684
New Orleans.....	6,365	11,394	14,661	6,095	5,540	6,177	50,232
Mobile.....	138	3,594	770	766	183	1,274	6,775
Florida.....						6,272	6,272
Savannah.....	1,205	1,580	2,981	1,719	2,910	2,152	12,547
Brunswick, &c.						2,598	2,598
Charleston.....	1,329	994	324	712	1,216	1,930	6,705
Pt. Royal, &c.						8	8
Wilmington.....	628	458	878	623	697	843	4,127
Wash'ton, &c.						28	28
Norfolk.....	1,504	3,558	2,343	1,342	1,194	1,087	11,028
Newport N., &c.						375	375
New York.....	1,275		1,429		759		3,463
Boston.....	1,410	1,143	770	1,345	1,178	721	6,567
Baltimore.....						2,018	2,018
Philadelphia, &c.	296	99	347	33	135	545	1,455
Total this week	20,134	30,427	29,224	20,574	16,118	35,364	151,841

The following shows the week's total receipts, the total since Sept. 1, 1896, and the stock to-night, compared with last year.

Receipts to Jan. 15.	1896-97.		1895-96.		Stock.	
	This Week.	Since Sep. 1, 1896.	This Week.	Since Sep. 1, 1895.	1897.	1896.
Galveston.....	33,929	1,116,082	16,394	726,984	160,266	113,831
Tex. C. &c.	3,684	74,353	5,050	72,332	6,299	15,819
New Orleans.....	50,232	1,590,564	39,158	1,267,302	402,406	382,069
Mobile.....	6,775	215,496	8,021	147,878	36,822	40,896
Florida.....	6,272	62,990	192	19,816		
Savannah.....	12,547	652,470	12,813	557,314	81,139	90,911
Brunswick, &c.	2,598	125,400	1,698	89,512	12,037	2,043
Charleston.....	6,705	330,256	3,327	221,340	38,591	46,837
P. Royal, &c.	8	58,423	3,630	41,473		
Wilmington.....	4,127	214,929	3,711	140,654	21,364	25,357
Wash'n, &c.	28	753	17	696		
Norfolk.....	11,028	595,733	13,139	217,935	37,280	60,057
Newport N. &c.	375	12,778	2,726	146,630	1,981	10,918
New York.....	3,463	39,149	2,570	23,132	290,802	193,800
Boston.....	6,567	114,968	5,028	69,597	33,000	34,000
Baltimore.....	2,018	40,670	1,269	27,114	27,415	23,103
Philadel., &c.	1,455	27,637	544	25,116	10,518	9,877
Totals.....	151,841	5,271,631	119,837	3,799,825	1,159,820	1,049,418

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1897.	1896.	1895.	1894.	1893.	1892.
Galveston &c.	37,613	21,944	50,953	22,933	20,132	17,435
New Orleans	50,232	39,158	69,618	50,701	50,018	43,407
Mobile.....	6,775	8,021	5,938	6,551	2,571	2,404
Savannah.....	12,547	12,813	16,190	24,633	10,203	9,919
Charleston, &c.	6,713	7,007	16,342	7,119	2,167	4,354
Wilmington, &c.	4,153	3,728	4,195	6,562	1,043	1,325
N. News, &c.	11,028	13,139	11,469	12,364	3,853	6,494
N. News, &c.	375	2,726	7,815	6,055	2,803	5,089
All others.....	22,403	11,301	27,256	22,944	8,944	12,241
Total this wk.	151,841	119,837	200,806	159,917	101,737	102,638
Since Sept. 1	5,271,631	3,799,825	5,805,504	4,642,692	3,909,139	5,296,933

The exports for the week ending this evening reach a total of 229,048 bales, of which 129,779 were to Great Britain, 39,969 to France and 59,300 to the rest of the Continent. Below are the exports for the week and since September 1, 1896.

Exports from—	Week Ending Jan. 15, 1897.				From Sept. 1, 1896, to Jan. 15, 1897.			
	Great Brit'n.	France.	Continent.	Total.	Great Brit'n.	France.	Continent.	Total.
Galveston.....	27,570	6,333	845	34,748	580,299	141,778	192,085	914,162
Tex. City, &c.			276	276			14,077	14,077
New Orleans.....	37,941	32,184	22,155	92,280	553,045	278,616	357,156	1,188,817
Mobile.....	14,460		850	15,310	101,139		14,077	115,216
Florida.....	0,000			0,000	45,784		1,872	47,656
Savannah.....			24,214	24,214	40,767	15,341	255,532	311,641
Brunswick, &c.					67,661		3,865	71,526
Charleston.....	6,020		6,303	12,323	74,809		119,557	224,400
Pt. Royal, &c.					56,474			56,474
Wilmington.....					95,431		87,371	182,802
Norfolk.....	3,122			3,122	128,464	5,200	30,000	164,444
Newport N., &c.					6,700			6,700
New York.....	23,292	1,452	2,496	27,240	175,311	14,741	92,781	282,833
Boston.....	7,509		304	7,813	143,058		1,579	144,637
Baltimore.....	3,907		1,857	5,764	49,180	5,769	36,786	92,327
Philadelphia.....	370			370	6,362		849	6,711
S. Fran., &c.					93		22,570	22,663
Total ..	129,779	39,969	59,300	229,048	2,125,129	461,428	1,262,777	3,849,334
Total, 1896-97	97,554	33,293	24,827	155,774	1,173,706	343,975	980,178	2,497,859

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Lambert & Barrows, Produce Exchange Building.

Jan. 15 at—	ON SHIPBOARD, NOT CLEARED FOR—				Leaving stock.
	Great Britain.	France.	Other Foreign.	Coastwise.	
New Orleans.....	8,932	18,592	13,047	4,074	41,685
Galveston.....	20,627	10,365	11,348	4,032	46,405
Savannah.....	6,000	None.	4,000	None.	10,000
Charleston.....	2,300	None.	8,500	500	11,300
Mobile.....	12,000	None.	3,000	None.	15,000
Norfolk.....	17,000	None.	6,000	3,000	26,000
New York.....	5,400	900	2,650	None.	8,950
Other ports.....	32,000	None.	19,000	None.	51,000
Total 1897.	104,259	29,780	67,585	11,636	213,240
Total 1896	83,218	10,645	72,207	17,468	193,538
Total 1895	172,773	29,907	111,523	16,019	330,222

Speculation in cotton for future delivery has continued quiet and the change in prices for the week has been towards a slightly lower basis. Saturday the market advanced slightly, reflecting stronger foreign advices, which were accompanied by a few buying orders. The South also made a limited number of purchases. Monday there was a decidedly easier turn to the market. The receipts were in excess of estimates and both foreign and Southern holders of cotton turned sellers. As prices weakened stop orders were reached which added to the depression. The close was at the bottom prices of the day, and 17 to 21 points below Saturday's quotations. Tuesday there was a slight recovery. A reduced crop estimate, together with better foreign advices than expected, stimulated something of a demand from shorts to cover contracts. The South also was a limited buyer.

The net gain in prices for the day was 7 to 9 points. Wednesday the market was quiet and no changes of a radical nature occurred in values. The close showed a loss of 1 to 3 points for the day, more from the absence of speculative interest than new developments. Thursday the market was weaker during early change under rumors of an increased crop estimate. Subsequently, however, reports of a decreased crop movement in the interior induced buying and the loss was more than recovered, and for the day prices showed an advance of 1 to 3 points. Friday the market was quiet and unsettled. The opening was 1 to 3 points lower under disappointing foreign advices, then followed an advance of 4 to 6 points on the execution of a few buying orders. Subsequently the weekly statement of the interior crop movement prompted selling and prices declined 6 to 10 points. Toward the close, however, shorts bought to cover contracts and part of the loss was recovered. The close was quiet at a decline of 3 to 5 points for the day. Cotton on the spot has been quiet. Monday prices advanced 3-16c. Tuesday weakened and declined 1-16c., but recovered 1-16c. on Wednesday. To-day the market was quiet and unchanged, middling uplands closing at 7 5-16c.

The total sales for forward delivery for the week are 712,300 bales. For immediate delivery the total sales for up this week 4,930 bales, including 2,431 for export, 1,600 for consumption, — for speculation and 1,400 on contract. The following are the official quotations for each day of the past week—January 9 to January 15.

On the basis of the rates on and off middling as established by the Revision Committee, the prices for a few of the grades would be as follows:

UPLANDS.		Sat.	Mon.	Tues.	Wed.	Th.	Fri.
Good Ordinary.....	6 3/4	6 1/4	6 1/4	6 5/8	6 5/8	6 5/8	6 5/8
Low Middling.....	7	6 7/8	6 7/8	6 11/16	6 11/16	6 11/16	6 11/16
Middling.....	7 3/8	7 1/4	7 1/4	7 5/8	7 5/8	7 5/8	7 5/8
Good Middling.....	7 11/16	7 9/16	7 9/16	7 7/8	7 7/8	7 7/8	7 7/8
Middling Fair.....	8 1/4	8 3/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8
GULF.		Sat.	Mon.	Tues.	Wed.	Th.	Fri.
Good Ordinary.....	6 5/8	6 3/4	6 3/4	6 9/16	6 9/16	6 9/16	6 9/16
Low Middling.....	7 1/4	7 1/4	7 1/4	7 1/16	7 1/16	7 1/16	7 1/16
Middling.....	7 3/8	7 1/4	7 1/4	7 1/16	7 1/16	7 1/16	7 1/16
Good Middling.....	7 11/16	7 9/16	7 9/16	7 7/8	7 7/8	7 7/8	7 7/8
Middling Fair.....	8 1/4	8 3/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8
STAINED.		Sat.	Mon.	Tues.	Wed.	Th.	Fri.
Low Middling.....	6 1/4	6	6 1/16	6 1/16	6 1/16	6 1/16	6 1/16
Middling.....	7	6 7/8	6 11/16	6 11/16	6 11/16	6 11/16	6 11/16
Strict Middling.....	7 3/8	7 1/4	7 3/8	7 3/8	7 3/8	7 3/8	7 3/8
Good Middling Pinned.....	7 3/8	7 1/4	7 3/8	7 3/8	7 3/8	7 3/8	7 3/8

MARKET AND SALES.

The total sales of cotton on the spot and for future delivery each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

SPOT MARKET CLOSED.	SALES OF SPOT AND CONTRACT.					Sales of Futures.
	Ex- port.	Con- sump.	Spec- ul' n.	Con- tract.	Total.	
Sat'day.....	Dull at 3 1/8 adv.					101,900
Monday.....	Quiet at 1 1/8 dec.	1,834	79	500	3,103	187,500
Tuesday.....	Quiet at 1 1/8 adv.		90	500	590	129,000
Wed'day.....	Quiet at 1 1/8 adv.		104	300	404	102,000
Th'day.....	Dull.....		48		48	92,500
Friday.....	Quiet.....	600	85	100	785	99,000
Total.....		2,434	1,098	1,400	4,930	712,300

* Incl. Octob. 372,000.
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QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—Below are closing quotations of middling cotton at Southern and other principal cotton markets for each day of the week.

Week ending Jan. 15.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Galveston...	61 ¹⁵ / ₁₆	7	61 ¹⁵ / ₁₆	61 ¹⁵ / ₁₆	7	7
New Orleans...	61 ¹⁵ / ₁₆	7	61 ¹⁵ / ₁₆	61 ¹⁵ / ₁₆	7	7
Mobile...	61 ¹⁵ / ₁₆	6 ³ / ₄	61 ¹⁵ / ₁₆	61 ¹⁵ / ₁₆	6 ³ / ₄	6 ³ / ₄
Savannah...	61 ¹⁵ / ₁₆	6 ³ / ₄	61 ¹⁵ / ₁₆	61 ¹⁵ / ₁₆	6 ³ / ₄	6 ³ / ₄
Charleston...	61 ¹⁵ / ₁₆	6 ³ / ₄	61 ¹⁵ / ₁₆	61 ¹⁵ / ₁₆	6 ³ / ₄	6 ³ / ₄
Wilmington...	61 ¹⁵ / ₁₆	6 ³ / ₄	61 ¹⁵ / ₁₆	61 ¹⁵ / ₁₆	6 ³ / ₄	6 ³ / ₄
Norfolk...	61 ¹⁵ / ₁₆	6 ³ / ₄	61 ¹⁵ / ₁₆	61 ¹⁵ / ₁₆	6 ³ / ₄	6 ³ / ₄
Boston...	71 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆	71 ¹⁵ / ₁₆	71 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆
Baltimore...	71 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆	71 ¹⁵ / ₁₆	71 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆
Philadelphia...	71 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆	71 ¹⁵ / ₁₆	71 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆
Augusta...	71 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆	71 ¹⁵ / ₁₆	71 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆
Memphis...	61 ¹⁵ / ₁₆	6 ³ / ₄	61 ¹⁵ / ₁₆	61 ¹⁵ / ₁₆	6 ³ / ₄	6 ³ / ₄
St. Louis...	61 ¹⁵ / ₁₆	6 ³ / ₄	61 ¹⁵ / ₁₆	61 ¹⁵ / ₁₆	6 ³ / ₄	6 ³ / ₄
Houston...	61 ¹⁵ / ₁₆	7	61 ¹⁵ / ₁₆	61 ¹⁵ / ₁₆	7	7
Cincinnati...	61 ¹⁵ / ₁₆	7	61 ¹⁵ / ₁₆	61 ¹⁵ / ₁₆	7	7
Louisville...	61 ¹⁵ / ₁₆	6 ³ / ₄	61 ¹⁵ / ₁₆	61 ¹⁵ / ₁₆	6 ³ / ₄	6 ³ / ₄

The closing quotations to-day (Friday) at other important Southern markets were as follows.

Atlanta...	61 ¹⁵ / ₁₆	Eufaula...	61 ¹⁵ / ₁₆	Natchez...	61 ¹⁵ / ₁₆
Charlotte...	61 ¹⁵ / ₁₆	Little Rock...	61 ¹⁵ / ₁₆	Raleigh...	61 ¹⁵ / ₁₆
Columbus, Ga.	61 ¹⁵ / ₁₆	Montgomery...	61 ¹⁵ / ₁₆	Selma...	61 ¹⁵ / ₁₆
Columbus, Miss.	61 ¹⁵ / ₁₆	Nashville...	61 ¹⁵ / ₁₆	Shreveport...	61 ¹⁵ / ₁₆

RECEIPTS FROM THE PLANTATIONS.—The following table indicates the actual movement each week from the plantations. The figures do not include overland receipts nor Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the outports.

Week Ending—	Receipts at the Ports.			St'k at Interior Towns.			Receipts from Plantations		
	1896-97	1896-96	1894-95	1896-97	1896-96	1894-95	1896-97	1896-96	1894-95
Dec. 11.....	278,468	234,050	387,138	568,783	555,372	501,606	288,332	257,743	380,719
" 18.....	327,175	222,783	359,038	575,781	585,332	568,829	334,174	251,743	428,921
" 24.....	327,615	223,949	312,797	580,748	596,822	609,004	282,682	235,439	352,972
" 31.....	419,122	176,224	251,854	578,475	583,083	600,956	216,840	163,165	243,806
Jan. 8.....	196,537	135,322	207,740	552,205	585,410	588,651	170,207	117,069	175,441
" 15.....	151,841	119,837	200,806	532,119	552,608	530,024	131,755	107,035	171,179

The above statement shows: 1.—That the total receipts from the plantations since Sept. 1, 1896, are 5,633,156 bales; in 1895-96 were 4,319,733 bales; in 1894-95 were 6,278,193 bales.

2.—That although the receipts at the outports the past week were 151,841 bales, the actual movement from plantations was 131,755 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the week were 107,035 bales and for 1895 they were 171,179 bales.

OVERLAND MOVEMENT FOR THE WEEK AND SINCE SEPT. 1.—We give below a statement showing the overland movement for the week and since September 1. As the returns reach us by telegraph late Friday night it is impossible to enter so largely into detail as in our regular monthly report, but all the principal matters of interest are given. This weekly publication is of course supplementary to the more extended monthly statements. The results for the week ending Jan. 15 and since Sept. 1 in the last two years are as follows.

January 15	1896-97.		1895-96.	
	Week.	Since Sept. 1.	Week.	Since Sept. 1.
Shipped—				
Via St. Louis.....	11,162	359,291	6,415	363,934
Via Cairo.....	6,987	192,421	7,297	169,888
Via Parker.....	246	9,788	288	12,451
Via Evansville.....		1,537		45
Via Louisville.....	4,402	96,268	2,198	93,394
Via Cincinnati.....	2,413	85,572	2,643	54,282
Via other routes, &c.....	3,378	74,039	3,792	56,241
Total gross overland.....	28,588	818,916	22,633	750,215
Deduct shipments—				
Overland to N. Y., Boston, &c..	13,533	221,424	9,411	149,959
Between interior towns.....	37	2,532	79	2,389
Inland, &c., from South.....	1,153	21,718	503	27,692
Total to be deducted.....	14,723	245,674	9,993	180,040
Leaving total net overland*..	13,865	573,242	12,640	570,175

* Including movement by rail to Canada.

The foregoing shows that the week's net overland movement this year has been 13,865 bales, against 12,640 bales for the week in 1896, and that for the season to date the aggregate net overland exhibits an increase over a year ago of 3,067 bales.

In Sight and Spinners' Takings.	1896-97.		1895-96.	
	Week.	Since Sept. 1.	Week.	Since Sept. 1.
Receipts at ports to Jan. 15.....	151,841	5,271,631	119,837	3,799,825
Net overland to Jan. 15.....	13,865	573,242	12,640	570,175
Southern consumption to Jan. 15	22,000	405,000	20,000	404,000
Total marketed.....	187,706	6,249,873	152,477	4,774,000
Interior stocks in excess.....	20,086	411,525	12,802	519,908
Came into sight during week.	167,620		139,675	
Total in sight Jan. 15.....		6,661,398		5,293,908
North's spinners tak'g's to Jan. 15	31,562	1,028,042	46,846	1,090,491

* Decrease during week.

It will be seen by the above that there has come into sight during the week 167,620 bales, against 139,675 bales for the same week of 1896, and that the increase in amount in sight to-night as compared with last year is 1,367,490 bales.

WEATHER REPORTS BY TELEGRAPH.—Reports to us this evening by telegraph indicate that in the Southwest the weather has been favorable, very little rain having fallen, and that preparations for the spring crops have progressed well. Elsewhere at the South where rain has fallen the precipitation has, in general, been light. Marketing of cotton continues quite free.

Galveston, Texas.—Farm work is well advanced generally throughout the State, owing to the exceptionally favorable weather. Plowing has progressed well, and the ground is in good condition but will need good rains soon. There has been but a trace of rain during the week. Average thermometer 60, highest 71, lowest 47.

Palestine, Texas.—Farmers are busy preparing land for the spring crops. Moisture would be beneficial. We have had only a trace of rain during the week. The thermometer has averaged 54, highest 70, lowest 39.

Huntsville, Texas.—There has been only a trace of rain during the week. The thermometer has averaged 53, ranging from 40 to 73.

Dallas, Texas.—Plowing is active, and with good rains the ground will be in fine condition for spring planting. There has been rain on one day during the week, to the extent of twelve hundredths of an inch. The thermometer has ranged from 32 to 70, averaging 51.

San Antonio, Texas.—The weather has been favorable for farm work. Garden truck is being marketed rapidly. There has been no rain during the week. Average thermometer 58, highest 73, lowest 42.

Luling, Texas.—We have had no rain during the week. The thermometer has averaged 57, the highest being 74 and the lowest 40.

Columbia, Texas.—Rain has fallen to only an inappreciable extent during the week. The thermometer has averaged 53, ranging from 34 to 76.

Cuero, Texas.—There has been only a trace of rain during the week. The thermometer has ranged from 34 to 76, averaging 55.

Brenham, Texas.—The weather has been warm and rather unseasonable during the week, with a trace of rain. Average thermometer 60, highest 76, lowest 43.

Fort Worth, Texas.—Rain has fallen on one day of the week, the precipitation being five hundredths of an inch. The thermometer has averaged 50, ranging from 31 to 70.

Weatherford, Texas.—It has been showery on one day of the week, the rainfall reaching eight hundredths of an inch. The thermometer has ranged from 32 to 70, averaging 51.

New Orleans, Louisiana.—The weather has been dry all the week. Average thermometer 60.

Shreveport, Louisiana.—We have had rain on two days during the week, the precipitation reaching fifty hundredths of an inch. The thermometer has averaged 56, the highest being 70 and the lowest 39.

Columbus, Mississippi.—Telegram not received.

Leland, Mississippi.—No rain during the week. The thermometer has ranged from 27 to 77, averaging 52.7.

Vicksburg, Mississippi.—We have had rain on two days of the past week, the rainfall being ninety-three hundredths of an inch. Average thermometer 56, highest 68, lowest 40.

Little Rock, Arkansas.—It has rained on one day during the week, with rainfall to the extent of forty-two hundredths of an inch. The thermometer has averaged 48, the highest being 65 and the lowest 36.

Helena, Arkansas.—Plowing has been begun. We have had light rain on three days of the week, the rainfall reaching thirty-four hundredths of an inch. The thermometer has averaged 46.5, ranging from 31 to 60.

Memphis, Tennessee.—There has been rain on one day of the past week, the precipitation reaching thirty-eight hundredths of an inch. The thermometer has ranged from 35 to 62.8, averaging 48.2.

Nashville, Tennessee.—We have had rain on three days of the past week, the rainfall being one inch and forty-seven hundredths of an inch. Average thermometer 49, highest 61, lowest 20.

Mobile, Alabama.—Dry weather has prevailed all the week. The thermometer has averaged 54, the highest being 68 and the lowest 36.

Montgomery, Alabama.—It has rained on two days of the week, to the extent of twenty-six hundredths of an inch. The thermometer has averaged 50, ranging from 40 to 60.

Madison, Florida.—We have had rain on one day of the week, the rainfall reaching twenty hundredths of an inch. Average thermometer 55, highest 66 and lowest 30.

Savannah, Georgia.—There has been rain on three days during the week, to the extent of three hundredths of an inch. The thermometer has averaged 50, ranging from 30 to 69.

Augusta, Georgia.—Rain has fallen on two days of the week, to the extent of one inch and ninety-five hundredths. The thermometer has ranged from 34 to 66, averaging 45.

Charleston, South Carolina.—There has been rain on two days during the week, the rainfall reaching twelve hundredths of an inch. The thermometer has averaged 49, the highest being 70 and the lowest 36.

Stateburg, South Carolina.—Farmers have begun plowing. We have had rain on two days of the week, the rainfall reaching eighty-two hundredths of an inch. The thermometer has averaged 43.8, ranging from 26 to 63.

Wilson, North Carolina.—Rain and snow have fallen at

one day of the week, the precipitation being seventy hundredths of an inch. Average thermometer 40, highest 60, lowest 26.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 8 o'clock January 14, 1897, and January 16, 1896.

	Jan. 14, '97.	Jan. 16, '96.
	Feet.	Feet.
New Orleans.....	Above zero of gauge.	0.0
Memphis.....	Above zero of gauge.	17.1
Nashville.....	Above zero of gauge.	12.3
Shreveport.....	Above zero of gauge.	9.5
Vicksburg.....	Above zero of gauge.	24.1

JUTE BUTTS, BAGGING, &C—There has been nothing done in jute bagging during the week under review, but prices are nominally unchanged at 4½¢. for 1¾ lbs., 5¢. for 2 lbs. and 5½¢. for standard grades in a jibbing way. Car-load lots of standard brands are quoted at 4½¢. for 1¾ lbs., 5¢. for 2 lbs. and 5½¢. for 2¼ lbs. f. o. b. at New York. Jute butts are dull at 11-16¢. for paper quality, 17-16¢. for 11-16¢. for mixing and bagging and 1½¢. for spinning butts, all to arrive.

INDIA COTTON MOVEMENT FROM ALL PORTS.—The receipts and shipments of cotton at Bombay have been as follows for the week and year, bringing the figures down to Jan. 14.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Sept. 1.			Receipts.	
	Great Brit'n.	Continent.	Total.	Great Brit'n.	Continent.	Total.	This Week.	Since Sept. 1.
96-7	2,000	11,000	13,000	6,000	121,000	127,000	36,000	378,000
95-6	6,000	36,000	42,000	12,000	184,000	196,000	61,000	647,000
94-5	.....	.....	.....	1,000	39,000	40,000	35,000	214,000
93-4	.....	17,000	17,000	10,000	152,000	162,000	16,000	375,000

Year	Shipments for the week.			Shipments since Sept. 1.		
	Great Brit'n.	Continent.	Total.	Great Brit'n.	Continent.	Total.
Calcutta—						
1896-97.....	1,000	1,000	2,000	4,000	14,000	18,000
1895-96.....	.....	.....	.....	5,000	7,000	12,000
Madras—						
1896-97.....	.....	3,000	3,000	9,000	17,000	26,000
1895-96.....	.....	2,000	2,000	16,000	14,000	30,000
All others—						
1896-97.....	.....	3,000	3,000	12,000	34,000	46,000
1895-96.....	.....	.....	.....	19,000	27,000	45,000
Total all—						
1896-97.....	1,000	7,000	8,000	25,000	65,000	90,000
1895-96.....	.....	2,000	2,000	39,000	48,000	87,000

The above totals for the week show that the movement from the ports other than Bombay is 6,000 bales more than the same week last year. For the whole of India, therefore, the total shipments since September 1, 1896, and for the corresponding periods of the two previous years, are as follows.

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1896-97.		1895-96.		1894-95.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Bombay.....	13,000	127,000	42,000	196,000	.....	40,000
All other ports	8,000	90,000	2,000	87,000	6,000	70,000
Total.....	21,000	217,000	44,000	283,000	6,000	110,000

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Receipts (cantars) at—	1896-97.		1895-96.		1894-95.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Alexandria, Egypt, January 13.						
This week.....	145,000	.....	180,000	.....	160,000	.....
Since Sept. 1.....	1,144,000	.....	4,068,000	.....	3,268,000	.....

Exports (bales) to—	1896-97.		1895-96.		1894-95.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
To Liverpool.....	16,000	203,000	8,000	225,000	13,000	162,000
To Continent.....	15,000	165,000	11,000	169,000	13,000	173,000
Total Europe.....	31,000	374,000	19,000	394,000	26,000	335,000

* A cantar is 95 pounds.
Of which to America in 1896-97, 16,248 bales; in 1895-96, 34,470 bales; in 1894-95, 22,929 bales.

MANCHESTER MARKET.—Our report received by cable to-night from Manchester states that the market is dull for both yarns and shirtings in consequence of bad India accounts. We give the prices for to-day below and leave those for previous weeks of this and last year for comparison:

	1896-97.						1895-96.					
	32s Cop.	34s Cop.	36s Cop.	38s Cop.	40s Cop.	42s Cop.	32s Cop.	34s Cop.	36s Cop.	38s Cop.	40s Cop.	42s Cop.
Do. 11 6½	27 3/4	4 2	2 6 8	4 3/4	4 3/4	4 3/4	27 1/4	4 2	2 6 8	4 3/4	4 3/4	4 3/4
" 18 6½	27 3/4	4 2	2 6 8	4 3/4	4 3/4	4 3/4	27 1/4	4 2	2 6 8	4 3/4	4 3/4	4 3/4
" 24 6½	27 3/4	4 2	2 6 8	4 3/4	4 3/4	4 3/4	27 1/4	4 2	2 6 8	4 3/4	4 3/4	4 3/4
" 31 6½	27 3/4	4 2	2 6 8	4 3/4	4 3/4	4 3/4	27 1/4	4 2	2 6 8	4 3/4	4 3/4	4 3/4
Jan. 8 6½	27 3/4	4 2	2 6 8	4 3/4	4 3/4	4 3/4	27 1/4	4 2	2 6 8	4 3/4	4 3/4	4 3/4
" 15 6½	27 3/4	4 2	2 6 8	4 3/4	4 3/4	4 3/4	27 1/4	4 2	2 6 8	4 3/4	4 3/4	4 3/4

SEA ISLAND COTTON MOVEMENT.—We have received this (Friday) evening by telegraph from the various ports the

details of the Sea Island cotton movement for the week. The receipts for the week ending to-night (Jan. 15) and since Sept. 1, 1896, the stocks to-night, and the same items for the corresponding periods of 1895-96, are as follows.

Receipts to Jan. 15.	1896-97.		1895-96.		Stock	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	1897.	1896.
Savannah.....	1,672	73,492	1,797	65,580	27,354	17,364
Charleston, &c.....	111	9,798	242	9,285	6,108	2,497
Florida, &c.....	556	5,057	192	4,480	3,561	585
Total.....	2,339	88,333	2,231	79,305	37,023	20,746

The exports for the week ending this evening reach a total of 1,333 bales, of which 933 bales were to Great Britain, 450 to France and — to Reval, and the amount forwarded to Northern mills has been 1,150 bales. Below are the exports for the week and since September 1 in 1896-97 and 1895-96.

Exports from—	Week Ending Jan. 15.			Since Sept. 1, 1896.			North'n Mills	
	Great Brit'n.	Fr'nce &c.	Total.	Great Brit'n.	Fr'nce &c.	Total.	Week.	Since Sept. 1.
Savannah, &c.....	.....	.....	12,022	2,776	14,798	594	16,492	.....
Charleston, &c.....	283	.....	283	2,221	.....	2,221	.....	798
Florida, &c.....	.....	.....	.....	.....	.....	.....	556	5,057
New York.....	655	450	1,105	7,010	3,782	10,792	.....	.....
Boston.....	.....	.....	.....	4,003	.....	4,003	.....	.....
Baltimore.....	.....	.....	.....	.....	102	102	.....	.....
Total.....	938	450	1,388	25,256	6,660	31,916	1,150	22,342
Total 1895-6.....	677	.....	677	26,046	5,360	31,406	1,493	27,538

A considerable portion of the Sea Island cotton shipped to foreign ports goes via New York, and some small amounts via Boston and Baltimore. Instead of including this cotton for the week in which it leaves the Southern outports, we follow the same plan as in our regular table of including it when actually exported from New York, &c. The details of the shipments of Sea Island cotton for the week will be found under the head "Shipping News," on a subsequent page.

Quotations Jan. 15 at Savannah, for Floridas, common, 9c.; medium fine, 12c.; choice, 15c.

Charleston, Carolinas, medium fine, nom.; fine, 18@19c.; fully fine, 20@23c.

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 207,356 bales. So far as the Southern ports are concerned these are the same exports reported by telegraph and published in the CHRONICLE last Friday. With regard to New York we include the manifests of all vessels cleared up to Thursday.

NEW YORK—To Liverpool, per steamers	Total bales.	
	1896-97.	1895-96.
Georgie, 12,401.....	3,616	18,519
To Hull, per steamer Buffalo, 1,509.....	.....	1,509
To London, per steamer Cambrian, 100.....	.....	100
To Manchester, per steamers Dominic, 1,937 upland and 655 Sea Island.....	3,164	.....
To Havre, per steamer La Normandie, 1,002 upland and 450 Sea Island.....	1,452	.....
To Bremen, per steamer Stuttgart, 513.....	515	.....
To Amsterdam, per steamers Zaandam (additional), 50.....	50	.....
To Antwerp, per steamers British King, 50.....	350	.....
To Genoa, per steamers Kaiser Wilhelm II., 181.....	461	.....
To Naples, per steamer Kaiser Wilhelm II., 1,100.....	1,100	.....
To Leghorno, per steamer Caracas, 20.....	20	.....
NEW ORLEANS—To Liverpool, per steamers European, 19,300.....	22,370	.....
Guadaloupe, 3,070.....	3,291	.....
To Manchester, per steamer Thomas Wainman, 3,291.....	2,750	.....
To Belfast, per steamer Rindia Head, 2,750.....	1,048	.....
To Dublin, per steamer Inishowen Head, 1,048.....	11,050	.....
To Bremen, per steamers Australian, 4,150.....	1,000	.....
To Antwerp, per steamer Moorish Prince, 1,000.....	1,599	.....
To Copenhagen, per steamer Eldawold, 1,599.....	9,113	.....
To Barcelona, per steamers Catalina, 6,213.....	1,000	.....
To Malaga, per steamer Puerto Rico, 1,000.....	12,432	.....
To Genoa, per steamers Catalina, 2,962.....	1,400	.....
To Trieste, per steamer Illiria, 1,400.....	1,400	.....
GALVESTON—To Liverpool, per steamers Bernard Hall, 5,443.....	29,931	.....
Cromwell, 7,184.....	11,310	.....
Glasgow, 4,939.....	8,277	.....
Pennmore, 5,600.....	6,790	.....
Treasury, 6,705.....	3,501	.....
To Manchester, per steamer Turkistan, 11,310.....	3,333	.....
To Havre, per steamer Knutsford, 6,277.....	861	.....
To Bremen, per steamer Adra, 6,700.....	1,907	.....
To Hamburg, per steamer Tropie, 3,501.....	5,300	.....
To Rotterdam, per steamers Axminster, 850.....	9,060	.....
To Vera Cruz, per steamer Uto, 800.....	4,363	.....
MOBILE—To Liverpool, per steamer Castle Eden, 1,907.....	4,331	.....
To Bremen, per steamer Dalmally, 5,300.....	5,573	.....
PENSACOLA—To Liverpool, per steamers Leonora, 5,300.....	2,154	.....
Marla, 3,760.....	800	.....
SAVANNAH—To Bremen, per steamer Thor, 4,363.....	2,350	.....
CHARLESTON—To Bremen, per steamer Harold, 4,331.....	949	.....
PORT ROYAL—To Liverpool, per steamer Caxo, 5,573.....	7,741	.....
NORFOLK—To Liverpool, per steamer Pliner's Plant, 2,154.....	71	.....
To Leith, per steamer Bellona, 800.....	2,100	.....
To Rotterdam, per steamers Cerroa, 1,000.....	810	.....
Wild Craft, 1,300.....	551	.....
NEWPORT NEWS—To Liverpool, per steamer Rappahannock, 949.....	1,600	.....
BOSTON—To Liverpool, per steamer Michigan, 1,161 upland.....	.....	.....
600 Sea Island.....	.....	.....
Pavonia, 1,438.....	.....	.....
Philadelphia, 2,039.....	.....	.....
Roman, 1,576 upland, 923 Sea Island.....	.....	.....
To Yarmouth, per steamer Boston, 71.....	.....	.....
BALTIMORE—To Havre, per steamer Alnwick, 4,100.....	.....	.....
To Bremen, per steamer Anchen, 810.....	.....	.....
PHILADELPHIA—To Liverpool, per steamer Rhynland, 551.....	.....	.....
SAN FRANCISCO—To Japan, per steamer Peru, 900.....	.....	.....
TACOMA—To Japan, per steamer Madull, 1,800.....	.....	.....
Total.....	207,356	.....

The particulars of these shipments, arranged in our usual form, are as follows.

	Liver.	Other United Kingd.	Ger. Havre.	Other North Europe.	South Europe.	Japan, Mexico & India	Total.
New York	15,519	1,452	315	400	1,361	20	27,240
N. Orleans	22,370	7,089	11,031	2,599	23,945	.....	87,053
Galveston	29,931	11,310	6,277	10,291	3,333	.....	81,142
Mobile	1,907	.....	5,300	.....	.....	.....	7,207
Pensacola	9,080	.....	.....	.....	.....	.....	9,080
Savannah	.....	.....	4,563	.....	.....	.....	4,563
Charleston	.....	.....	4,331	.....	.....	.....	4,331
Port Royal	5,573	.....	.....	.....	.....	.....	5,573
Norfolk	2,154	800	.....	2,350	.....	.....	5,304
N.Y. News	949	.....	.....	.....	.....	.....	949
Boston	7,741	.....	.....	.....	.....	.....	7,741
Baltimore	.....	2,100	810	.....	.....	.....	2,910
Philadelphia	551	.....	.....	.....	.....	.....	551
San Fran.	.....	.....	.....	.....	.....	900	900
Tacoma	.....	.....	.....	.....	.....	1,600	1,600

Total 98,753 23,972 9,829 37,160 8,882 23,506 3,452 207,356

Below we list the clearances this week of vessels carrying cotton from United States ports, bringing our data down to the latest dates:

GALVESTON—To Liverpool—Jan. 9—Steamers Capella, 7,730; Springfield, 6,778 ... Jan. 31—Steamer Navigator, 3,200 ... Jan. 14—Steamer Benita, 3,939.
To Manchester—Jan. 9—Steamer Long, 3,923.
To Havre—Jan. 13—Steamer Birchfield, 6,333.
To Hamburg—Jan. 12—Steamer Lobelia, 445.
NEW ORLEANS—To Liverpool—Jan. 11—Steamer Cuban, 6,905 ... Jan. 13—Steamer Orion, 6,739 ... Jan. 14—Steamer Navaro, 5,400 ... Jan. 15—Steamers Buenaventura, 3,200; Jalisco, 7,100.
To Havre—Jan. 9—Steamer Assaye, 9,051; Cardwick Hall, 12,192 ... Jan. 11—Steamer Stanley Hall, 10,941.
To Bremen—Jan. 12—Steamer Crona, 4,700 ... Jan. 14—Steamer Queensmore, 8,751.
To Genoa—Jan. 13—Steamer Portuguese Prince, 5,300 ... Jan. 14—Steamer Rio IX, 3,404.
MOBILE—To Liverpool—Jan. 12—Steamer Huntell, 9,045.
To Manchester—Jan. 14—Steamer Rockoff, 6,001.
PENSACOLA—To Liverpool—Jan. 14—Steamer Graci, 6,210.
SAVANNAH—To Liverpool—Jan. 8—Steamer Lady Armstrong, 6,900 ... Jan. 9—Steamers Ornithale, 10,957; Seardsdale, 6,457.
CHARLESTON—To Manchester—Jan. 13—Steamer Laurelwood, 5,743 upland and 253 Sea Island.
To Bremen—Jan. 13—Steamer Reinder, 6,303.
NORFOLK—To Liverpool—Jan. 9—Steamer Pinner's Point, 3,122.
BOSTON—To Liverpool—Jan. 7—Steamer Sylvia, 458 ... Jan. 9—Steamer Canada, 5,397 ... Jan. 11—Steamer Sagamore, 1,365.
To Hull—Jan. 4—Steamer Chicago, 349.
To Yarmouth—Jan. 12—Steamer Boston, 334.
BALTIMORE—To Liverpool—Jan. 4—Steamer Ikal, 1,508 ... Jan. 7—Steamer Fenimore, 2,435.
To Belfast—Jan. 8—Steamer Lord Charlemont, 100.
To London—Jan. 9—Steamer Lord Erne, 64.
To Bremen—Jan. 13—Steamer Cr-feld, 800.
To Rotterdam—Jan. 8—Steamer Durango, 152.
To Antwerp—Jan. 12—Steamer Norse King, 905.
PHILADELPHIA—To Liverpool—Jan. 8—Steamer Pennland, 336.
Cotton freights the past week have been as follows—

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool asked d.	15 1/8	15 1/8	15 1/8	15 1/8	15 1/8	15 1/8
Do .....	.....	.....	.....	.....	.....	.....
Havre	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2
Do .....	.....	.....	.....	.....	.....	.....
Bremen	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2
Do .....	.....	.....	.....	.....	.....	.....
Hamburg	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2
Do .....	.....	.....	.....	.....	.....	.....
Amsterdam	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2
Boval, v. Hamb. d.	18 1/4	18 1/4	18 1/4	18 1/4	18 1/4	18 1/4
Do v. Hull d.	18 1/4	18 1/4	18 1/4	18 1/4	18 1/4	18 1/4
Barcelona .....	.....	.....	.....	.....	.....	.....
Genoa	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2
Trieste	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Antwerp	9 1/4	9 1/4	9 1/4	9 1/4	9 1/4	9 1/4
Ghent, v. Antw. p. d.	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4

Cents net per 100 lbs.

LIVERPOOL.—By cable from Liverpool we have the following statement of the week's sales, stocks, &c., at that port.

	Dec. 24	Dec. 31	Jan. 8	Jan. 15
Sales of the week	65,000	44,000	58,000	65,000
Of which exporters took	1,700	1,900	900	.....
Of which speculators took	1,700	400	300	5,100
Sales American	62,000	39,000	51,000	6,000
Actual export	6,000	8,000	5,000	6,000
Forwarded	71,000	50,000	72,000	8,000
Total stock—Estimated	912,000	999,000	1,071,000	1,147,000
Of which American—Estimated	768,000	854,000	919,000	997,000
Total import of the week	133,000	145,000	149,000	170,000
Of which American	106,000	134,000	127,000	157,000
Amount afloat	387,000	335,000	378,000	331,000
Of which American	360,000	330,000	373,000	320,000

The tone of the Liverpool market for spots and futures each day of the week ending Jan. 15 and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday	Tuesday	Wednesday	Thursday	Friday
Market, { 1:45 P. M. }	Fair business doing.	In buyers' favor.	Easier.	Good demand.	Firm.	In buyers' favor.
Mid. Up'ds.	4 1/8	4 1/8	4	4 1/8	4 1/8	4 1/8
Sales	10,000	10,000	12,000	12,000	12,000	10,000
Spec. & exp.	1,000	500	1,000	1,000	500	500
Futures.						
Market, { 1:45 P. M. }	Firm at 2-64 advance.	Quiet at partially 1-64 dec.	Steady at 1-64 adv.	Steady at 1-64 adv.	Quiet.	Steady at partially 1-64 adv.
Market, { 4 P. M. }	Steady	Barely steady.	Firm.	Quiet and steady.	Quiet and steady.	Barely steady.

The prices of futures at Liverpool for each day are given below. Prices are on the basis of Uplands, Low Middling, unless otherwise stated.

The prices are given in pence and 64ths. Thus: 3 63 means 3 63-64d., and 4 01 means 4 1-64d.

	Satur.	Mon.	Tues.	Wed.	Thurs.	Fri.
Jan. 9 to Jan. 15.	12 1/2	1	1:45	4	1:45	4
	P. M. P. M.	P. M. P. M.	P. M. P. M.	P. M. P. M.	P. M. P. M.	P. M. P. M.
January	4 00	4 01	3 63	3 62	3 59	3 61
Jan.-Feb.	3 63	4 00	3 62	3 61	3 57	3 60
Feb.-March.	3 63	4 00	3 62	3 60	3 57	3 59
March-April.	3 63	4 00	3 62	3 60	3 57	3 59
April-May	4 00	4 00	3 61	3 61	3 58	3 60
May-June	4 00	4 01	3 63	3 62	3 55	3 61
June-July	4 01	4 02	3 63	3 62	3 59	3 61
July-Aug.	4 02	4 04	4 00	3 63	3 59	3 61
Aug.-Sept.	4 01	4 01	3 62	3 61	3 57	3 60
Sept.-Oct. ....	.....	.....	.....	.....	3 57	3 58
Oct.-Nov. ....	.....	.....	.....	.....	3 55	3 54
Nov.-Dec. ....	.....	.....	.....	.....	.....	.....

BREADSTUFFS.

FRIDAY, January 15, 1897.

The volume of business transacted in the market for wheat flour has been small. Demand has been light, as buyers owing to a weaker tendency to the values for grain, have shown a disposition to hold off and await concessions, limiting their purchases to urgent wants. Sellers, however, have held only moderate stocks and have continued fairly firm in their views, with the result that business has been flat. Rye flour has sold slowly but values have held steady. Buckwheat flour has been quiet but steady. Corn meal has continued in fairly good demand but at slightly lower prices. To-day the market for wheat flour was quiet and without changes.

There has continued a moderately active speculation in the market for wheat futures, but the course of prices during the week has been irregular. Saturday prices advanced 3/4c. unexpectedly stronger foreign advices, which stimulated demand from shorts to cover contracts. Monday, however, there was a decidedly easier turn, and prices declined 1/2c., under liquidating sales by tired longs, prompted by easier foreign advices. Tuesday the market again turned stronger, although from no apparent reason other than a demand from shorts to cover contracts and take profit. Wednesday there was renewed selling by longs and prices again weakened, declining 3/4c. for the day. Thursday foreign buying caused an upward turn to values but to-day there was renewed selling both for short and long account, and prices declined slightly. In the spot market a large business has been transacted here and at out-ports the purchases by shippers during the week reaching nearly 1,000,000 bushels. To-day business was only moderately active and prices were slightly lower with futures. The sales included No. 1 hard Duluth at 95 3/4c. f. o. b. afloat and No. 1 Chicago spring at 89 3/4c. f. o. b. afloat. No. 2 red winter wheat quoted at 97 3/4c. f. o. b. afloat and No. 1 northern Duluth at 92 3/4c. f. o. b. afloat.

DAILY CLOSING PRICES OF NO. 2 RED WINTER WHEAT.

	Sat.	Mon.	Tues.	Wed.	Thurs.
January delivery	90	88 3/4	89 3/4	89	89 3/4
March delivery	91 1/4	90 3/4	90 3/4	89 3/4	90 3/4
May delivery	87 3/4	84 3/4	87 3/4	84 3/4	87 3/4
July delivery	83 3/4	82 3/4	83 3/4	82 3/4	83 3/4

The market for Indian corn futures has been quiet and fluctuations in prices have been within narrow limits. The recent heavy export clearances, the largest ever recorded, have had a tendency to hold values steady. To-day the market was quiet, and fractional declines were quoted in prices in sympathy with the easier market for wheat. The export demand has continued active, the purchases by shippers here and at out-ports amounting to about 1,200,000 bushels. To-day the market was quiet. The sales included No. 2 mixed at 29 1/4c. in elevator and 30 1/4c. f. o. b. afloat.

DAILY CLOSING PRICES OF NO. 2 MIXED CORN.

	Sat.	Mon.	Tues.	Wed.	Thurs.
January	29 1/4	28 3/4	29 1/4	29 1/4	29 1/4
May delivery	31	30 3/4	30 3/4	30 3/4	31 3/4
July delivery	31 3/4	31 3/4	31 3/4	31 3/4	32 3/4

Oats for future delivery have been dull, and in the absence of new features of importance changes in prices have been slight. To-day the market was a trifle easier, with wheat and corn. In the spot market business has been fairly active. Shippers have been moderate buyers, their purchases amounting to 350,000 bushels. To-day the market was moderately active and steady. The sales included white clipped at 34 1/4c. f. o. b. afloat; No. 2 mixed at 22 1/4c. in elevator, and No. 1 white at 24 1/4c. in elevator.

DAILY CLOSING PRICES OF NO. 2 MIXED OATS.

	Sat.	Mon.	Tues.	Wed.	Thurs.
January delivery	22	22	22	22	22 1/4
February delivery	22 1/4	22 1/4	22 1/4	22 1/4	22 1/4
May delivery	23	22 3/4	23	22 3/4	23 3/4

Feeding barley has been in good export demand at prices. Rye has been quiet but steady.

[illegible]

STATE AND CITY DEPARTMENT.

TERMS OF SUBSCRIPTION.

THE INVESTORS' SUPPLEMENT will be furnished *without extra charge* to every annual subscriber of the **COMMERCIAL AND FINANCIAL CHRONICLE**.

THE STATE AND CITY SUPPLEMENT will also be furnished *without extra charge* to every subscriber of the **CHRONICLE**.

THE STREET RAILWAY SUPPLEMENT will likewise be furnished *without extra charge* to every subscriber of the **CHRONICLE**.

THE QUOTATION SUPPLEMENT, issued monthly, will also be furnished *without extra charge* to every subscriber of the **CHRONICLE**.

TERMS for the **CHRONICLE** with the four Supplements above named are Ten Dollars within the United States and Twelve Dollars in Europe, which in both cases includes postage.

Terms of Advertising—(Per Inch space.)

One time.....	\$3 50	Three Months (13 times).....	\$25 00
One Month (4 times).....	11 00	Six months (26 times).....	43 00
Two Months (8 times).....	18 00	Twelve Months (52 times).....	58 00

(The above terms for one month and upward are for standing cards.)

The purpose of this State and City Department is to furnish our subscribers with a weekly addition to and continuation of the **STATE AND CITY SUPPLEMENT**. In other words, with the new facts we shall give, the amplifications and corrections we shall publish, and the municipal laws we shall analyze in the "State and City Department," we expect to bring down weekly the information contained in the **STATE AND CITY SUPPLEMENT** to as near the current date as possible. Hence every Subscriber will at all times possess a complete and fresh cyclopædia of information respecting **Municipal Debts**.

Bond Proposals and Negotiations.—We have received through the week the following notices of bonds recently negotiated and bonds offered and to be offered for sale.

Adams County, O.—Bond Offering.—Proposals will be received until January 20, 1897, by the County Auditor for the purchase of \$30,000 of funding bonds. The securities will bear interest at the rate of 4 per cent and mature in twenty years from date of issue.

Baltimore, Md.—City Debt.—The report of the Finance Commissioners of Baltimore lately completed places the amount of the bonded debt at \$33,493,518, an increase of over a million dollars during the past year. The amount in the sinking fund is a little over \$3,500,000, an increase of about \$750,000 over last year.

Brookline, Mass.—Bond Sale.—Geo. H. Worthley, City Treasurer of Brookline, reports to the **CHRONICLE** that the loan of \$15,000, recently authorized, has been taken by the Provident Institution for Savings, Boston, in the shape of one bond for the whole amount, dated January 1, 1897, and payable at the rate of \$750 yearly from 1898 to 1917. Interest at 3 9-16 per cent will be payable semi-annually.

Charles County, Md.—Bond Sale.—It is reported that Charles County has sold \$8,000 of refunding bonds at prices ranging from 105 to 107. The loan will mature in ten years from January 1, 1897.

Charlotte, N. C.—Bond Sale.—Water bonds of this city amounting to \$250,000 have recently been sold to Messrs. E. D. Shepard & Co. of New York. The securities bear interest at the rate of 5 per cent.

Chelsea, Mass.—Bond Sale.—The Boston News Bureau reports that the city of Chelsea has sold \$10,000 of 4 per cent 40-year coupon park bonds to Jose, Parker & Co. at 109-098. Other bids received were as follows:

C. H. White & Co.....	108-565	E. L. Day & Co.....	107-347
Tower, Giddings & Co.....	108-274	Chelsea Savings Bank.....	107
Blodget, Merritt & Co.....	108-03	C. E. Legg & Co.....	106-55
Allan Arnold.....	107-89	Blake Bros. & Co.....	106-51
Estabrook & Co.....	107-625	W. J. Hayes & Sons.....	106-49
J. W. Longstreet & Co.....	107-37	A. L. Sweetser & Co.....	105-217

Chicago Sanitary District, Ill.—Bond Offering.—Proposals will be received until 12 o'clock, noon, Jan. 18, 1897, by James Reddick, Clerk of the District, for the purchase of bonds to the amount of \$800,000.

The securities will be dated Jan. 1, 1897. Interest at the rate of $4\frac{1}{2}$ per cent will be payable semi-annually on Jan. 1 and July 1, and the principal will mature at the rate of \$40,000 yearly from Jan. 1, 1898 to Jan. 1, 1917, inclusive.

Both principal and interest will be payable at the office of the Treasurer of the Sanitary District, Chicago, Ill. The denomination of the bonds will be \$1,000. A certified check or cash equal to 3 per cent of the amount of the bid must accompany each proposal.

The present net bonded indebtedness of the above district is \$11,210,000, and the assessed valuation over \$241,000,000.

The official notice of this bond sale will be found among the advertisements elsewhere in this Department.

College Hill, O.—Bond Offering.—Proposals will be received until 12 o'clock noon, February 2, 1897, by Village Clerk F. R. Strong, at the office of E. F. Layman, 32 East Third Street, Cincinnati, O., for the purchase of ten bonds of the village of College Hill, amounting to \$1,013 61, maturing as follows: One bond for \$413 61 on February 2, 1898, and the balance at the rate of \$400 yearly on February 2, from 1899 to 1907, inclusive.

Bids will also be received for the purchase of ten bonds amounting to \$5,615 92, also maturing in ten instalments as follows: One bond for \$575 92 on February 2, 1898, and the balance at the rate of \$560 yearly from 1899 to 1907, inclusive.

The above securities are assessment bonds, will be dated February 2, 1897, and bear interest at the rate of 6 per cent, payable annually; both principal and interest being payable at the Citizens' National Bank, Cincinnati, O.

Coraopolis, Pa.—Bond Offering.—Proposals will be received until 6 o'clock P. M., January 25, 1897, by the Finance Committee of this borough, for the purchase of \$32,000 of water bonds. The securities will be dated December 1, 1896, and will mature in thirty years, redeemable at the option of the borough after five years from date. Interest at the rate of $4\frac{1}{2}$ per cent will be payable semi-annually. The bonds will be of the denomination of \$500. A certified check for \$250 must accompany each bid.

The official notice of this bond sale will be found among the advertisements elsewhere in this Department.

Cripple Creek School District, Col.—Bond Offering.—Proposals will be received until January 21, 1897, by this district for the purchase of \$50,000 of school building bonds. The securities will bear interest at the rate of 7 per cent and the principal will mature in fifteen years from date of issue.

Denver, Col.—Bond Sale.—On December 30, 1896, the Board of Public Works, of Denver, Col., received the following bids for the \$12,400 of sewer and paving bonds recently offered for sale:

G. W. Runnels offered \$2,450 and accrued interest for the \$2,500 Court Place paving district bonds.

Otto Achleiter offered \$980 and accrued interest for \$1,000 of the \$1,200 Downing Avenue sanitary sewer district No. 4 bonds and \$970 and accrued interest for \$1,000 of the \$7,500 South Side sanitary sewer district No. 2 bonds; he also offered \$1,900 with accrued interest for \$2,000 more of bonds, but did not state of what district, so his last bid could not be considered.

F. J. Warren offered par and accrued interest for the \$300 worth of alley paving district No. 1 bonds.

As all bids below par were rejected, it is probable that the bonds unsold will soon be re-advertised. The securities will bear interest at the rate of 6 per cent and will mature in 8 years from date of issue, subject to call.

Delta County, Mich.—Bond Election.—In April next the question of issuing \$75,000 of road bonds will be put to a vote of the people of Delta County.

Duluth, Minn.—Bond Sale.—It is reported that the city of Duluth has sold \$119,000 of bonds to N. J. Upham & Co. of Duluth at par and accrued interest. The securities will bear interest at the rate of 4 per cent and mature in thirty years from date of issue.

East Cleveland, Ohio.—Bonds Authorized.—It is reported that sewer bonds of this town to the amount of \$100,000 have been authorized.

Escondido Irrigation District, Cal.—Bonds Proposed.—This district proposes to issue water-works improvement bonds to the amount of \$4,500.

Fall River, Mass.—Bond Sale.—On January 14, 1897, the following bids were received by City Treasurer Charles P. Brightman for \$75,000 of public library bonds of Fall River:

C. H. White & Co., New York.....	112-128
Whann & Schlesinger, New York.....	111-093
Blake Brothers & Co., Boston.....	110-93
Blodget, Merritt & Co., Boston.....	110-66
Estabrook & Co., Boston.....	110-68
Lee, Higginson & Co., Boston.....	110-513
E. L. Day & Co., Boston.....	110-346
E. C. Stanwood & Co., Boston.....	110-33
Cushman, Fisher & Phelps, Boston.....	110-177
Bertronn & Storrs, New York.....	109-76
Farson, Leach & Co., New York.....	109-559
E. H. Rollins & Sons, Boston.....	109-539
Geo. A. Fernald & Co., Boston.....	109-46

The loan was awarded to C. H. White & Co. of New York. The securities will be registered bonds of the denomination of \$1,000 or multiples of this sum, and will be dated Jan. 1, 1897, becoming due Jan. 1, 1927. Interest at the rate of 4 per cent will be payable semi-annually. These bonds will be secured by sinking fund.

Far Rockaway, N. Y.—Bond Offering.—On Jan. 25, 1897, at 2:30 o'clock P. M., the trustees of this village will offer at public sale in the village hall, \$85,000 of improvement bonds.

The bonds will be of the denomination of \$1,000, and will be dated Jan. 1, 1897. Interest at the rate of 5 per cent will be payable semi-annually, and the principal will mature at the rate of \$1,000 yearly on Jan. 25 for twenty-four years from date of issue and \$61,000 on Jan. 25, 1922. These bonds cannot legally be sold for less than par and accrued interest. A statement of the financial condition of this village will be found among the debt changes.

The official notice of this bond sale will be found among the advertisements elsewhere in this Department.

Flagstaff, A. T.—Bonds Proposed.—F. W. Smith, town clerk of Flagstaff, reports to the CHRONICLE that bonds to the amount of \$65,000 for constructing a system of water works will probably soon be issued. The bill authorizing the bonds has passed the House but has not yet been acted upon by the Senate. It is understood, however, that there will be no opposition in that body. The securities will be thirty-year bonds, with interest at 6 per cent, payable semi-annually.

Florence, Col.—Bond Election.—An election will be held in this city on January 20, 1897, to vote on the proposition to issue \$75,000 of water-works bonds.

Fort Collins School District, Col.—Bond Sale.—It is reported that this district has sold \$10,000 of school bonds at par. The securities bear interest at the rate of 5½ per cent and are optional after five years from date of issue.

Franklin Falls, N. H.—Bonds Proposed.—It is reported that this place will borrow \$30,000 at 4 per cent for one year.

Hastings, Neb.—Bond Offering.—Proposals will be received until January 25, 1897, by this city for the purchase of \$3,000 of water-works extension bonds. The securities will bear 5 per cent interest and mature in twenty years, with option of call after five years.

Healdsburg, Cal.—Bonds Defeated.—On January 4, 1897, the citizens of Healdsburg defeated the proposition to issue \$25,000 of school building bonds by a two thirds vote.

Howard County, Mo.—Bond Call.—Thomas G. Deatherage, County Treasurer, announces that 5 per cent bonds of this county, dated February 1, 1889, numbered from 108 to 119 inclusive, will be redeemed on February 1, 1897, at the National Bank of Commerce, New York City. Bonds of Charlton Township, Howard County, numbered 16, 17, 18, 19 and 20, also bearing 5 per cent and dated February 1, 1889, will be paid on the same date.

Hudson, Mass.—Bond Sale.—Jas. W. Longstreet & Co. of Boston have been awarded \$18,000 of Hudson one to thirteen year notes at 101-73. The notes bear interest at 4 per cent. Other bids received were from R. L. Day & Co., 101-556, and Jose, Parker & Co., 101-338.

Indianapolis, Ind.—Bond Offering.—Proposals will be received until 12 o'clock noon January 25, 1897, by the Board of School Commissioners of the city of Indianapolis for the purchase of \$180,000 of school bonds.

The issue is to be in the shape of notes dated January 31, 1897, and payable June 30, 1897. One hundred and forty thousand dollars of this issue will be used for current expenses and the balance for building purposes.

The official notice of this bond sale will be found among the advertisements elsewhere in this Department.

Johnstown, N. Y.—Bond Offering.—Proposals will be received until 11 o'clock A. M. January 20, 1897, by Talmadge L. Parsons, Supervisor, at the office of Dewitt C. Moore, attorney, Johnstown, N. Y., for the purchase of \$5,000 of 4 per cent refunding coupon bonds. The securities will be dated February 1, 1897, interest will be payable semi-annually on the first days of February and August, and \$2,000 of the principal will mature at the rate of \$200 yearly, beginning February 1, 1898; the remaining \$30,000 will mature in six years from February 1, 1908, at the rate of \$500 each year. Principal and interest will be payable at The People's Bank, of Johnstown. This loan is for the purpose of refunding bonds to the same amount heretofore issued by the former town of Johnstown and loaned to the Fonda Johnstown & Gloversville Railroad Company. The bonds will be exempt from all taxation. The total bonded debt of said town is estimated at \$13,500, made up as follows: The present issue of \$5,000; the estimated proportional share of \$10,000 refunding bonds, 4 per cent, due 1901; \$14,000 refunding bonds, 4 per cent, due \$2,000 each year, and \$10,000 4 per cent refunding bonds, due \$1,000 each year, making a total of \$31,000, payable by the city of Johnstown and town of Johnstown, of which the town's proportional share is less than 25 per cent. The assessed valuation of real and personal property for the year 1893 is \$986,260 and the estimated real valuation is \$1,732,520.

Juniata, Pa.—Bond Offering.—It is reported that J. W. Lees, Borough Clerk, Kippie, Pa., will receive proposals until January 20, 1897, for the purchase of \$11,000 of water bonds. The bonds will bear interest at the rate of 5 per cent and mature in from 15 to 30 years from date of issue.

Kearney Township, N. J.—Bonds Proposed.—It is reported that this place will petition the Legislature for authority to issue bonds for street paving purposes.

Knoxville, Tenn.—Bond Legislation.—It is reported that this city has presented a bill to the Legislature asking for authority to issue market-house and school building bonds to the amount of \$50,000.

Laredo, Tex.—Bonds Authorized.—It is reported that school-house bonds to the amount of \$35,000 will be issued by this city.

Macon, Ga.—Bond Offering.—Proposals will be received until Feb. 9, 1897, by this city for the purchase of \$130,000 of paving bonds. The securities will bear interest at the rate of 4½ per cent, and the principal will mature in thirty years from date of issue.

Menasha, Wis.—Bond Sale.—The Boston News Bureau reports that this municipality has disposed of \$12,000 of school bonds at 101-408. The loan will mature in about nine and a-half years from date of issue.

Middlesex County, N. J.—Bonds Proposed.—Road bonds of this county to the amount of \$400,000 are under consideration.

Middletown, N. Y.—Bond Sale.—It is reported that the Goshen Savings Bank has purchased water bonds of Middletown to the amount of \$10,000 at 110. The securities bear interest at the rate of 4 per cent.

Monroe, N. C.—Bond News.—It is reported that the State Legislature will shortly be petitioned by a committee appointed for the purpose for authority to issue bonds to the amount of \$40,000, for the construction of a water-works system.

Morgantown, W. Va.—Bonds Defeated.—Town Treasurer T. B. Williams reports to the CHRONICLE that owing to a misunderstanding with the people the proposition to issue \$15,000 of street-paving bonds did not carry. Another election will probably soon be held.

Mount Vernon, N. Y.—Bond Sale.—The Board of Education of this city on January 11, 1897, awarded \$65,000 of school bonds to Edward C. Jones Co. of New York. Bids were received as follows:

Edward C. Jones Co., for 4 per cent bonds.....	105-25
Farron, Leach & Co., for 4 per cent bonds.....	102-75
E. C. Stanwood & Co., for 4 per cent bonds.....	101-23
Dietz, Denison & Prior, for 4 per cent bonds.....	101-11
E. C. Stanwood & Co., for 4½ per cent bonds.....	108-77

The bonds will be dated July 1, 1896, and the principal will mature from July 1, 1918, to July 1, 1920, inclusive, at the rate of \$5,000 each year.

Muskegon, Mich.—Bond Sale.—Bonds of this county to the amount of \$90,000 were recently sold to Messrs. Spitzer & Co., of Toledo, O., for a premium of \$2,241. Sixteen bids were received. The securities bear interest at the rate of 4½ per cent and mature in fifteen years from date of issue.

New York—Bond Sale.—On January 12, 1897, State Comptroller James A. Roberts received the following list of proposals for \$4,000,000 of New York State canal bonds:

	Amount.	Bid Par
E. B. Underhill, Jr., New York.....	\$500,000	102-10
H. H. Williams, Hackensack, N. J.....	600,000	100-125
Harper, Rives & Payne, New York.....	50,000	100-001
Paul Fahn, New York.....	100,000	101-25
R. Fentland, New York.....	300,000	103-10
W. M. Norton, Bristol, Conn.....	250,000	103-02
W. M. Norton, Bristol, Conn.....	250,000	102-57
W. M. Norton, Bristol, Conn.....	1,000,000	107-125
C. Leffingwell, New York.....	743,000	102-50
E. E. Rich, Hillsdale, N. J.....	250,000	Par
Albany County Savings Bank.....	100,000	98-41
F. S. Donnell, New York.....	500,000	99-901
F. S. Donnell, New York.....	250,000	100-089
Hicks Bros., New York.....	1,000,000	98-007
Joseph E. Gavin, Buffalo, N. Y.....	500,000	100-165
J. seph E. Gavin, Buffalo, N. Y.....	500,000	100-215
A. L. Judson, Albany, N. Y.....	4,000,000	100-61
Comptroller State of New York.....	1,500,000	Par
Hugh Dunn, New York.....	300,000	102-90

The securities will be dated Jan. 1, 1897, and the principal will mature Jan. 1, 1912. Interest at the rate of 3 per cent will be payable semi-annually at the Bank of the Manhattan Co. in New York City on Jan. 1 and July 1. Both principal and interest will be payable in gold.

New York City, N. Y.—Bonds Listed.—Consolidated gold bonds and stock of the City of New York, amounting to \$4,039,502 have been admitted to the New York Stock Exchange List this week. A condensed description of the bonds with the amounts listed follows:

New York City 3½s of 1910.....	\$300,000
New York City 3½s of 1911.....	1,206,562
New York City 3½s of 1912.....	458,000
New York City 4½s of 1916.....	1,025,000
New York City 3½s of 1925.....	50,000
New York City 3½s of 1926.....	1,000,000

Interest on all of the above bonds is payable semi-annually in May and November.

Oneonta, N. Y.—Bonds Authorized.—It is reported that school building bonds of this municipality to the amount of \$21,000 have been voted.

Perth Amboy, N. J.—Bond Sale.—It is reported that this city has awarded \$25,000 of water-works bonds to Blodget, Merritt & Co. at 105-532. The securities will bear interest at the rate of 5 per cent and mature in twenty years from date of issue.

Phelps, N. Y.—Bond Offering.—Proposals will be received until 10 o'clock A. M., Jan. 20, 1897, by Town Clerk John T. Watkins, for the purchase of \$33,000 of coupon refunding bonds. Interest at the rate of 4 per cent will be payable semi-annually, and the principal will mature at the rate of \$1,500 annually. The town of Phelps has at present no bonded indebtedness. The assessed valuation is said to be over \$8,500,000.

Philadelphia, Pa.—Sale Postponed.—Owing to a supposed defect in the ordinances authorizing the issuance of the \$2,000,000 loan for the Delaware Avenue improvements and the \$2,400,000 of the Subway loan, the sale set for Jan. 12 did not take place but was postponed until Jan. 26, by which date it is hoped the defect will be remedied.

Pocahontas, Va.—Bonds Proposed.—Bonds for the construction of a water-works system for this city are under consideration.

Pueblo County, Col.—Bond Offering.—It is reported that proposals will be received until January 20, 1897, by C. J. Long, Chairman of the Board of Commissioners, for the purchase of \$350,000 of refunding bonds. The securities will bear 5 per cent interest and mature in 1917, subject to call after 1907.

Rankin, Pa.—Bond Election.—Street improvement and sewer bonds of this municipality to the amount of \$28,000 have been proposed, and the question of issuing the same will be decided by the people on February 18, 1897.

Raymond, Miss.—Bonds Proposed.—It is reported that an issue of bonds amounting to \$4,000 is under consideration. The proceeds will be used for the erection of a city hall.

Rensselaer County, N. Y.—Proposals will be received until January 29, 1897, by this county for the purchase of 4 per cent bonds to the amount of \$38,000.

San Jose, Cal.—Bond Offering.—Proposals will be received until February 8, 1897, by this city for the purchase of \$75,000 of school building bonds and \$40,000 of sewer bonds. The securities will bear interest at the rate of 4½ per cent, payable semi-annually, and the principal will mature in from one to forty years from date of issue.

Sargent, Neb.—Bond Offering.—It is reported that \$100,000 of bonds of this place will be offered for sale on January 18, 1897.

Springfield, Mass.—Bond Offering.—Proposals will be received until 2 o'clock P. M., January 21, 1897, by City Treasurer E. T. Tift, for the purchase of \$350,000 of high-school loan bonds of the city of Springfield. The bonds for this loan will be issued in registered certificates of \$1,000 each or any multiple of this sum. Four per cent interest will be payable semi-annually on the first days of January and July, and the principal will mature in twenty years from January 1, 1897. Principal and interest will be payable in gold or its equivalent at the office of the City Treasurer. Proposals must be accompanied by a certified check for one per cent of the amount bid for. This loan will be secured by a sinking fund.

The official notice of this sale will be found among the advertisements elsewhere in this Department.

Suisun, Cal.—Bond Sale.—This city has completed the arrangements for its new water-works system by disposing of \$42,000 of bonds to the San Francisco Bridge Company, which has taken the contract to build the water-works. The securities bear interest at the rate of 6 per cent and were sold at par.

Uxbridge, Mass.—Bonds Defeated.—On January 9, 1897, the people of Uxbridge voted against the proposition to issue \$80,000 of water-works bonds.

Westborough, Mass.—Bond Sale.—The Boston News Bureau reports that George A. Fernald & Co. have been awarded \$60,000 of 4 per cent thirty-year sewer bonds of Westborough at 106½. Four other bids were received.

Westport, Mo.—Bond Sale.—It is reported that this town has disposed of improvement bonds to the amount of \$101,000.

Williamsport School District, Pa.—Bond Sale.—The \$50,000 of coupon bonds offered by this district on January 12, 1897, have been awarded to a local attorney for \$50,100.

The securities will be of the denomination of \$500, bearing interest at the rate of 4 per cent, payable semi-annually.

NEW LOANS.

PROPOSALS FOR \$800,000 BONDS

Sanitary District of Chicago.
4½ Per Cents.

SEALED proposals addressed to the Board of Trustees of the Sanitary District of Chicago, and endorsed:

"Proposals for Purchasing Bonds," will be received by the Clerk of said Sanitary District at Room H, 526 Rialto Building, Chicago, Illinois, on Jan. 12 M. (standard time) on Monday, the 15th day of January, 1897.

The bonds for the purchase of which said bids will be received are the sixth (6th) and present issue of eight hundred thousand (\$800,000) dollars' worth of bonds of the Sanitary District of Chicago, in denominations of one thousand (\$1,000) dollars each, with interest at rate of four and one-half (4½) per cent per annum, payable semi-annually on the first days of July and January of each year, and the principal payable at the rate of forty years (\$40,000) dollars each year for twenty (20) years next succeeding January 1, 1897—the first payment to be made January 1, 1898. Both principal and interest payable at the office of the Treasurer of said Sanitary District at Chicago, Illinois.

This issue is in lieu of bonds of prior issues paid and retired, and is within the limit of five (5) per cent of the assessed valuation of taxable property within the District prescribed by law.

Each proposal must be accompanied by certified check or cash of an amount equal to three (3) per cent of the amount of the bid. All certified checks must be drawn on some responsible bank, and be made payable to the order of the "Clerk of the Sanitary District of Chicago." Said amount of (3) per cent of the amount of the bid will be held by the Sanitary District until all of said proposals have been canvassed and the bonds have been awarded.

The bonds will be sold in lots of twenty-five thousand (\$25,000) dollars and multiples of twenty-five thousand (\$25,000) dollars, and each purchaser will be required to take a pro rata share of short-time and long-time bonds. No bids at less than par and accrued interest the bonds being dated January 15, 1897, and the first coupon on each bond being for five and one-half (5½) months' interest) will be considered, and the right is reserved to reject any and all bids.

The said bonds to be paid for and delivered at the office of the Treasurer of said District. Arrangements may be made with the said District for the payment and delivery of said bonds in installments.

The present net bonded indebtedness of the said District is \$1,210,000—\$1,580,000 of the original issue having been paid. The present tax levy of the District yields about \$3,620,000 yearly, on an assessed valuation of over \$241,000,000. The expenditures of the District to date, including construction and right of way lands, now aggregate about \$23,500,000, the total cost of the work being set at \$28,500,000.

The bonds offered are a first lien upon all the taxable property within the limits of the Sanitary District of Chicago, which are nearly co-extensive with those of the City of Chicago.

For further information apply to the Clerk of the Sanitary District or the Chairman of the Committee on Finance, Room H, 526 Rialto Building, Chicago, Illinois.

THE SANITARY DISTRICT OF CHICAGO,
By FRANK WETTER,
Chairman Committee on Finance.
THOMAS KELLY,
President Board of Trustees.

Attent:
JAMES REDDICK,
Clerk of the Sanitary District of Chicago,
CHICAGO, ILL., Jan. 6, 1897.

NEW LOANS.

\$350,000 Registered Cold Bonds. CITY OF SPRINGFIELD, MASS. 4% High School Loan.

CITY TREASURER'S OFFICE,
CITY HALL, JAN. 12th, 1897.

In pursuance of the authority of an order of the City Council approved by the Mayor January 11th, 1897, the undersigned, Treasurer of the City of Springfield, will receive until Thursday, January 21st, 1897, at 2 o'clock P. M., sealed proposals for the whole or any part of the City of Springfield's twenty-year High School Loan of \$350,000.

The bonds for this loan will be issued in Registered Certificates of \$1,000 each or any multiple thereof, dated January 1, 1897, and due in twenty years, viz: January 1, 1917, bearing interest at the rate of four per cent per annum, payable semi-annually on the first days of January and July. Principal and interest payable in gold coin of the United States of America of the present standard of weight and fineness or its equivalent at the City Treasurer's Office, Springfield, Mass.

Holders of these certificates, if they so desire, can receive the semi-annual interest through the mail by check payable to their order.

This loan will be secured by a sinking fund providing for the payment of the same at maturity. Proposals must include accrued interest to date of delivery of bonds and must be accompanied by a certified bank check for the sum of one per cent of the amount of the loan bid for, made payable to the City of Springfield. All proposals will be opened in the Mayor's Office, Thursday, January 21, 1897, at 2 o'clock P. M., by the Finance Committee, who reserve the right to reject any and all bids. Certified checks of unsuccessful bidders will be returned immediately, while the check of the successful bidder will be retained and applied as part payment for the loan awarded. City of Springfield bonds are legal investments for New York State Savings Banks.

Address proposals to the undersigned, indorsed "Proposals for High School Loan."
E. T. TIFFT, City Treasurer,
Springfield, Mass.

CITY OF PITTSBURG, PA., 4 PER CENT BONDS.

WATER,
PARK,
BRIDGE.

DUE FROM 1901 TO 1925.
EITHER REGISTERED OR COUPON.
Price and Particulars on Application.

JAMES CAROTHERS,
306 Fourth Avenue,
PITTSBURG, PA.

NEW LOANS.

\$85,000 FAR ROCKAWAY 5% BONDS.

Notice is hereby given that bonds of One Thousand Dollars each of the Village of Far Rockaway, to the amount of Eighty-five Thousand Dollars, bearing date January 1st, 1897, payable One Thousand Dollars each year after the issue thereof for twenty-four years, and Sixty-one Thousand Dollars on the twenty-fifth year after the issue thereof, with interest payable semi-annually at five per cent, issued in pursuance of a resolution of the Board of Trustees of Far Rockaway, duly approved and authorized as a special election held in pursuance of law authorizing the raising of the sum of Eighty-five Thousand Dollars in annual installments as an extraordinary expenditure for the purpose of and to be expended in the improvement, opening and reparation of the streets and avenues of the Village of Far Rockaway, will be sold by the Trustees of said Village, with accrued interest thereon, to the highest bidder, at public sale at the Village Hall, in the Village of Far Rockaway, N. Y., on the 25th day of January, 1897, at 2:30 o'clock in the afternoon of that day.

Said bonds cannot legally be sold for less than par and accrued interest.

Dated January 5th, 1897.

BROCKHOLST L. CARROLL, President
WATKIN W. JONES,
THOMAS LEITCH,
S. B. ALTHAUSE, JR., } Trustees
WM. J. McKENNA, Village Clerk.

\$100,000 Lackawanna Co., Pa. 4% Tax Free Bonds.

Dated Dec. 1, 1896. Due Dec. 1, 1906.

City of Scranton is the County Seat.

PRICE ON APPLICATION.

EDWD. C. JONES CO.,
321 CHESTNUT STREET, 80 BROADWAY,
PHILADELPHIA. NEW YORK.

MUNICIPAL BONDS.
E. C. STANWOOD & CO.,
BANKERS,

121 Devonshire Street.

BOSTON.

LISTS SENT UPON APPLICATION.

They will be dated February 1, 1897, and will be payable in series as follows: Series A, \$13,000, redeemable in from 1 to 5 years; series B, \$13,000, in from 5 to 10 years, and series C, \$30,000, redeemable in from 10 to 15 years. These bonds will be free from taxation.

The school district at present has no bonded debt. The assessed valuation is \$9,642,862 and the population is estimated at 36,000. Mr. Andrew Ott is Secretary of the district.

STATE AND CITY DEBT CHANGES.

We subjoin reports as to municipal debts received since the last publication of our STATE AND CITY SUPPLEMENT. Some of these reports are wholly new and others cover items of information additional to those given in the SUPPLEMENT and of interest to investors.

Far Rockaway, N. Y.—B. L. Carroll, President. The following statement of the financial condition of the village of Far Rockaway on January 1, 1897, has been compiled from a special report to the CHRONICLE from William J. McKenna, Village Clerk. Improvement bonds to the amount of \$85,000 are now being advertised.

LOANS—	When Due.	Floating debt.....	\$3,500
FIRE ENGINE BONDS—		Total debt Jan. 1, 1897..	86,500
6s, Sept., \$2,000.....	Sept. 5, '97-98	Assessed valuation '96 ..	2,831,50
SEWER BONDS—		Assessment about 1/2 actual value.	
5s, J&J, \$75,000.....	Jan. 1, 1916	Village tax rate (p. \$1,000)	\$12.85
VILLAGE HALL BONDS—		Population in 1890 was.....	2,288
6s, Sept., \$6,000.....	Sept. 5, '97-98	Population in 1896 (est.)....	3,200
Bonded debt Jan. 1, 1897.			\$85,000

INTEREST on the sewer bonds is payable at the United States Mortgage & Trust Company, New York, and on all other bonds in Far Rockaway.

Brazoria County, Tex.—The following statement has been corrected to December 21, 1896, by means of a special report to the CHRONICLE from H. A. Penny, County Treasurer.

The county seat is Brazoria.

LOANS—	When Due.	Floating debt (about)....	\$25,000
COURT HOUSE BONDS—		Total debt.....	190,550
6s, Apr., \$52,000.....	Feb. 17, 1914	Sinking fund (about)....	15,000
6s, Apr., 17,000.....	Feb. 16, 1915	Net debt Dec. 21, 1896....	175,550
RAILROAD BONDS—		Tax valuation 1895.....	6,833,80
8s, Mar., \$72,000.....	Mar. 1, 1903	Assessment about 1/2 actual value.	
ROAD AND BRIDGE BONDS—		Total tax (per \$1,000)....	\$12.10
6s, Apr., \$15,550.....	Apr. 10, 1913	Population in 1890 was.....	11,506
6s, Apr., 11,000.....	Aug. 19, 1913	Population in 1890 was.....	9,774
Bonded debt Dec. 21, '96.		Population in 1896 (est.)....	15,000

INTEREST is payable in Brazoria.

OPTIONAL.—The road and bridge bonds due April 10, 1913, are subject to call at the option of the county; the court house bonds are subject to call after five years from date of issue.

Harrison County, Tex.—The following statement has been corrected to December, 1896, by means of a special report to the CHRONICLE.

County seat is Marshall.

LOANS—	When Due.	Total debt Dec. 1896....	\$128,685
COURT HOUSE BONDS—		Tax valuation 1895.....	4,163,690
6s, Apr. 10, \$37,500.....	Apr. 10, 1903	Assessment about 1/2 actual value.	
FUNDING BONDS—		County tax (per \$1,000)....	\$10.75
6s, Apr. 1, \$27,280.....	Apr. 1, 1910	Population in 1890 was.....	26,721
COMPROMISE RAILROAD BONDS—		Population in 1890 was.....	25,177
6s, Apr. 11, \$63,600.....	Apr. 19, 1901	Population in 1896 (est.)....	27,500

INTEREST and sinking fund payments on compromise railroad bonds are made by State Comptroller.

OPTIONAL.—All bonds issued by this county are subject to call at the option of the county.

TAX FREE.—The bonds are all exempt from taxation.

Media, Ohio.—The following statement has been corrected to Jan. 1, 1897, by means of a special report to the CHRONICLE from E. A. Price, Mayor.

This borough is in Delaware County.

LOANS—	When Due.	Total debt Jan. 1, 1897.	\$87,000
REGISTERED BONDS—		Tax valuation 1893.....	2,122,823
4s, A&O, \$55,600.....	Apr. 1, 1901	State tax (per \$1,000) '96	\$4.00
4s, A&O, 6,400.....	Apr. 1, 1903	Co. tax (per \$1,000).....	3.50
4s, A&O, 15,000.....	Apr. 1, 1912	Boro' tax (per \$1,000)....	4.00
4s, A&O, 10,000.....	Apr. 1, 1913	Average school tax.....	4.25
Optional after Jan. 1, 1903		Sinking fund tax.....	3.75
Int. payable by Borough Treas.		Tot. tax (per \$1,000) '96.	19.50
		Population in 1890 was.....	2,736

NEW LOANS.

\$42,000

NEWBERRY, S. C.

6% Water and Electric-Light Bonds.

Sealed proposals will be received by the Commissioners of Public Works of the City of Newberry, S. C., until Monday, the 25th day of January, 1897, for Six Per Cent Water and Electric-Light Bonds to the amount of Forty-two Thousand Dollars in denominations of \$500 each; running forty years from date, and interest payable annually at the National City Bank of New York. Bonds bearing date of January 1st, 1897, and coupons payable on January 1st of each succeeding year. Payment of purchase money to be made one half on February 1st, 1897, and other half April 1st, 1897. The right to reject any or all bids reserved by the Commissioners. Parties desiring to offer bids, or asking further information, will address

JAMES MCINTOSH,
E. C. JONES,
JAS. K. GILDER,
Commissioners of Public Works,
Newberry, S. C.

WATER BONDS

\$22,000.

Borough of Coraopolis, Pennsylvania.

The Finance Committee of the Borough of Coraopolis will receive sealed proposals for the purchase of \$22,000 Water Bonds, 44 in number, each in the sum of \$500, dated Dec. 1st, 1896, bearing interest at the rate of 4 1/2 per centum per annum, payable semi-annually, redeemable at the option of the Borough at any time after five (5) years, and to mature in thirty (30) years from date, free of State tax.

Each proposal shall be accompanied by a certified check in the sum of \$250 in favor of said Borough for immediate deposit, and mailed to John W. Arras, President of Council, Coraopolis, Pa., so as to reach him on or before Monday, January 25th, 1897, at 6 o'clock P. M.

The Borough reserves the right to reject any or all bids.

For further particulars address

W. J. NEISON,
Chairman Finance Committee,
Coraopolis, Pa.

OLD BOOKS SEND STAMP
A. J. Crawford, 312 N. 7th St., St. Louis, Mo.

NEW LOANS.

\$180,000

INDIANAPOLIS, IND.,

School Bonds.

Notice is hereby given that SEALED PROPOSALS will be received at the Office of the Public Schools in the City of Indianapolis until 12 o'clock noon, on Monday, January 25th, 1897, for furnishing to the Board of School Commissioners of the City of Indianapolis a loan of ONE HUNDRED AND EIGHTY THOUSAND DOLLARS.

Of the said amount, One Hundred and Forty Thousand Dollars is to be taken as a temporary loan for current expenses and Forty Thousand Dollars is to be taken for building purposes. Notes, therefore, to be dated January 31, 1897, and payable June 30, 1897. Proposals for the whole amount or for any part thereof will be considered. The right is reserved to reject any or all bids.

Envelopes must be marked "Proposal for Loan," and addressed to the Board of School Commissioners, THE BOARD OF SCHOOL COMMISSIONERS, By FRANK H. BLACKLEDGE, Chairman of Committee on Finance and Auditing

Investment Bonds

FOR

New York Savings Banks and Trustees.

LISTS SENT UPON APPLICATION
MEMBERS OF BOSTON AND NEW YORK STOCK EXCHANGES.

R. L. DAY & CO.,

40 Water Street, Boston.
7 Nassau Street, New York.

GOVERNMENT AND MUNICIPAL BONDS

Bought and Sold.

N. W. HARRIS & CO.,

BANKERS,

CHICAGO. BOSTON.
15 WALL STREET. - NEW YORK.

NEW LOANS.

\$277,000.

5% GOLD FUNDING BONDS

OF THE

Territory of Arizona,

(REGISTERED OR COUPON.)

Dated Jan. 15, 1896. Due Jan. 15, 1946.

(Option of payment after 20 years.)

DENOMINATION - \$1,000.

Interest payable Jan. and July 15.

Principal and Coupons payable at the

Guaranty Trust Company of New York.

For prices and particulars address

A. C. FROST & CO.,
108 LA SALLE STREET, CHICAGO.

JANUARY INVESTMENTS.

State of Ohio 4 1/2s.
County of Kings, N. Y., 4s.
County of Queens, N. Y., 4s.
City of Somerville, Mass., 4s.
City of Newark, N. J., 7s.
City of Paterson, N. J., 4 1/2s.

Farson, Leach & Co.,
CHICAGO, NEW YORK,
115 Dearborn St. 2 Wall St.

List Mailed Upon Application.

Blodget, Merritt & Co.,
BANKERS,

16 Congress Street, Boston.

STATE CITY & RAILROAD BONDS,

Lawrence County, Ohio.—The following statement has been corrected to Oct. 1, 1896, by means of a special report to the CHRONICLE from A. B. Brown, County Auditor.

County seat is Ironton.

LOANS.—When Due.
BRIDGES, ETC.—
6s, M&S, \$4,000. \$2,000 yearly
6s&5s, M&S, 5,500. \$500 semi-an.
JAIL BONDS.—
5s, Mar., \$15,000. Mar. 1, 1897
TURNPIKE BONDS.—
5s, M&S, \$235,000. Mar. 1, '97-'23
(\$5,000 due semi-annually.)
Total debt Oct. 1, 1896. \$249,500

INTEREST on \$50,000 of the turnpike bonds is payable at the Park Bank, N. Y.; on all other bonds at the office of the County Treasurer.

El Paso County, Tex.—The following statement has been corrected to November 1, 1896, by means of a special report to the CHRONICLE. Park W. Pitman is Clerk of the County Court.

County seat is El Paso.

LOANS.—When Due.
COURT HOUSE & JAIL BONDS—
6s, April, \$84,000. 1899 & 1900
FUNDING BONDS.—
6s, April, \$53,320. 1909
(Part due yearly.)
Bonded debt Dec. 14, '96. \$137,320
Interest payable at Austin.
Floating debt. \$80,302

Montour County, Pa.—The following statement has been corrected to Dec. 15, 1896, by means of a special report to the CHRONICLE. All bonds of this county are exempt from taxation.

County seat is Danville.

LOANS.—When Due.
COUNTY BONDS—
4s, Nov. 1, \$37,000. 1900
\$4,000 due yearly.
Total debt Dec. 15, '96. \$37,000
Tax valuation, real. 1,904,978

Oakland, Cal.—John L. Davie, Mayor. The following statement has been corrected to November 1, 1896, by means

Sinking fund. \$13,324
Net debt Oct. 1, 1896. 276,176
Tax valuation, real. 5,005,250
Tax valuation, personal. 2,531,278
Total valuation 1896. 7,536,528
Assessment is $\frac{1}{2}$ actual value.
Total tax (per \$1,000). \$14.00
Population in 1890 was. 39,556
Population in 1880 was. 39,068
Population in 1896 (est.). 42,000

Total debt Dec. 14, '96. \$217,622
Cash assets. 3,262
Tax valuation 1896. 8,823,232
Assessment at nearly full value.
Tax rate (per \$1,000). \$10.00
Population in 1890 was. 15,678
Population in 1880 was. 3,848
Population in 1896 (about). 40,000

Tax valuation, personal. \$132,055
Total valuation 1896. 2,037,033
Assessment about $\frac{1}{2}$ actual value.
State and Co. tax (per \$1,000). \$14
Population in 1890 was. 15,645
Population in 1880 was. 15,468

of a special report to the CHRONICLE from R. W. Saow, City Auditor.

No provision having been made for the payment of \$140,000 outstanding "Redemption bonds of 1882," maturing by limitation October 1, 1895, an election was held on September 29, 1894, when the question of the issue of refunding bonds was submitted and defeated. The question was re-submitted at an election held August 31, 1895, when the re-issue was authorized. The bonds were immediately prepared, but were withdrawn from sale, after being advertised, pending the decision of the Supreme Court of the State of California in a case arising in the City of Los Angeles, involving points of law relating to the method of procedure adopted by the Council in calling the election. The bonds maturing October 1, 1895, have not been presented for payment. If presented, arrangement has been made to meet them.

Oakland is the county-seat of Alameda County.

LOANS.—When Due.
FUNDED DEBT BONDS, 1872—
8s, Q-J, \$62,000. June 18, 1903
Subject to call after June 18, 1893

TOTAL DEBT.—The city's total debt on November 1, 1896, was \$612,000. The interest on the bonded debt for the year ending July 1, 1896, was \$37,208. A special tax is levied for the redemption of each issue of this city's bonds.

CITY PROPERTY.—The following totals are taken from an inventory of real estate belonging to the city of Oakland, published in the City Auditor's report for 1895-96:

Real estate belonging to School Department. \$329,250
do do Fire Department. 15,900
do do Public Parks. 583,000
Land occupied by Wharf. 50,000
Land for Pumping Station. 1,000

Total value of real estate belonging to city. \$979,150
ASSESSED VALUATION.—The assessed valuation and tax rate (per \$1,000) have been as follows for the years indicated:

Years.	Valuation.	Tax Rate.	Years.	Valuation.	Tax Rate.
1896.	\$45,000,000.	...	1890.	\$39,153,392.	\$10.50
1895.	45,382,330.	\$11.20	1889.	35,843,979.	10.00
1894.	44,821,230.	11.20	1887.	32,006,250.	9.50
1893.	44,481,343.	12.40	1885.	29,217,050.	9.00
1892.	42,739,380.	11.00	1883.	28,353,338.	7.50
1891.	42,261,531.	19.50	1881.	28,238,631.	19.10

POPULATION in 1890 was 48,682; in 1880 it was 34,555.

NEW LOANS.

CITY OF NEW YORK 3½ PER CENT GOLD BONDS.

DUE NOVEMBER 1st, 1916.
INTEREST PAYABLE JAN. 1st AND JULY 1st.
Executors, Administrators, Guardians and others
holding trust funds are authorized by an act of the
New York Legislature passed March 14, 1889, to in-
vest in these bonds.
PRICE AND PARTICULARS ON APPLICATION

Rudolph Kleybolte & Co.

BANKERS
CINCINNATI, O.
41 and 42 Wall Street, New York.

WHANN & SCHLESINGER

MUNICIPAL BONDS.

2 WALL STREET. NEW YORK.

MILLS & BLANCHARD, BANKERS.

MUNICIPAL BONDS

BOUGHT AND SOLD.

Devonshire Building.

16 State Street, Boston, Mass.

MORTGAGE LOANS

IN TEXAS.

Interest 7 Per Cent Net.

NO COMMISSIONS charged borrower or lender
unless loans have proven good

FRANCIS SMITH & CO.,
SAN ANTONIO, TEXAS.

NEW LOANS.

INVESTMENTS FOR

New York Savings Banks.

City of Cambridge, Mass. 4s
City of Lowell, Mass. 4s
City of Boston, Mass. 4s
City of Cleveland, Ohio. 4s

A full description of either of these issues, with prices, will be mailed on application.

E. H. ROLLINS & SONS,
19 MILK STREET.

BOSTON. MASS.

Chicago Drainage. 4s
Des Moines, Ia. (School). 4s
Muskegon, Mich. 5s
South Omaha, Nebraska. 7s
Ashland, Wis. (Gold). 5s
West Chicago St. R.R. (Tunnel). 5s

First Mortgage.

FOR SALE BY

MASON, LEWIS & CO.,

BANKERS.

31 State St. BOSTON. 171 La Salle St. CHICAGO.

W. N. Coler & Co.,

BANKERS.

MUNICIPAL BONDS.

34 NASSAU STREET

SAFE INVESTMENTS.

SEND FOR LIST

City and County Bonds.

DIETZ, DENISON & PRIOR,
35 CONGRESS STREET, BOSTON.
109 Superior Street, Cleveland, O.

C. H. Van Buren & Co.,

BANKERS AND BROKERS,
62 BROADWAY, NEW YORK

STOCKS, BONDS AND HIGH-GRADE
INVESTMENT SECURITIES.
Circular Letter, including list of selected Bonds,
Mailed Free.

MISCELLANEOUS.

C. H. WHITE. F. H. SOUTHWICK

C. H. WHITE & CO.,
BANKERS.

72 Broadway, New York.
OWN AND OFFER, SUBJECT TO SALE

\$75,000

FALL RIVER, MASS.,

Thirty-Year Registered Library 4s.

\$45,000

TRENTON, N. J.,

Twenty-Year Registered Water 4s.

\$80,000

TRENTON, N. J.,

Ten-Year Registered Sewer 4s.

Trustees, Executors and Savings Banks in the
State of New York are authorized to invest in
above-named bonds.

Price and Full Description on Application.

W. J. Hayes & Sons,

BANKERS,

DEALERS IN MUNICIPAL BONDS,

Street Railway Bonds, and other high-grade in-
vestments.

BOSTON, MASS., Cleveland, Ohio.
7 Exchange Place. 311-313 Superior St.
Cable Address, "KENNETH."

Miscellaneous.

SECURE BANK VAULTS.



GENUINE

WELDED CHROME STEEL AND IRON

Round and Flat Bars and 5-ply Plates and Angles
FOR SAFES, VAULTS, &c.
Cannot be Sawn, Cut or Drilled, and positively
Burglar Proof.

CHROME STEEL WORKS,

Kent Ave., Kos & Hooper Sts
Sole Man'frs in the U. S. BROOKLYN, N. Y.